SAN FRANCISCO
PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting

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Date:	January 30, 2013
Case No.:	**2011.0409E**
Project Title:	**5M Project**, various addresses, generally 925-967 Mission Street
Zoning:	Existing: C-3-S (Downtown Support) and Residential Services District (RSD)/ 160-F and 40-X/85-B Height and Bulk District Proposed: Fifth/Mission Special Use District
Block/Lot:	Block 3725/Lots: 005, 006, 008, 009, 012, 042, 043, 044, 045, 046, 047, 076, 077, 086, 089, 090, 091, 093, 097, 098, and air-rights parcels 094, 099, and 100
Lot Size:	169,963 square feet (approximately 4 acres)
Project Sponsor	Forest City Enterprises, Inc.
Project Contact	Audrey Tendell (415) 836-5980 or Audrey@5mproject.com
Lead Agency:	San Francisco Planning Department
Staff Contact:	Michael Jacinto (415) 575-9033 or michael.jacinto@sfgov.org

PROJECT DESCRIPTION

The proposed Fifth and Mission Project, known herein as the 5M Project (project), is a mixed-use project proposed by Forest City Enterprises, Inc. The proposed project would be developed on an approximately 4-acre site in the southwest quadrant of Fifth and Mission Streets in Downtown San Francisco. The project would result in the retention and rehabilitation of two buildings on the site (the Chronicle Building at 901 Mission Street, constructed in 1924, and the Dempster Printing Building at 447-449 Minna Street, constructed in 1907), the demolition of six existing buildings on the site, and the construction of five new buildings. Buildings would range in height from approximately 50 feet to 400 feet. After implementation of the project, the total square footage of renovated existing buildings and new construction would include approximately 1.85 million gross square feet (gsf) of new and existing uses, comprising 1,132,200 gsf of office uses, (814,500 gsf of net new office space), 552,800 gsf of residential uses (approximately 748 dwelling units), up to 146,900 gsf of active ground floor retail/office/cultural/ educational uses, and 18,200 gsf of arts/cultural/educational uses. In addition, the proposed project would include up to 888 motor vehicle parking spaces in three subterranean levels, along with up to approximately 270 bicycle parking spaces throughout the site. The project would also provide 34,000

square feet of privately-owned publicly accessible open space throughout the site and would also result in changes to the site's existing vehicular and pedestrian circulation patterns, primarily to Mary Street.

As part of the project, the northern segment of Mary Street, between Mission and Minna Streets, would be closed to vehicular traffic (except emergency vehicle access) and converted to a pedestrian alleyway. The existing Mary Street right-of-way between Minna and Natoma Streets would be vacated, and a new two-lane, bidirectional roadway segment would be established approximately 75 feet west of the existing right-of-way. The roadway segment would be 32 feet in width and would contain 5-foot sidewalks on both sides. The south segment of Mary Street, between Natoma and Howard Streets, would remain unchanged.

ENVIRONMENTAL REVIEW TOPICS

On the basis of the Initial Study prepared for the project, topics for which there are effects that have been determined to be potentially significant include: Land Use; Aesthetics; Population and Housing; Cultural and Paleontological Resources; Transportation and Circulation; Noise; Air Quality; Wind and Shadow; Recreation; Utilities and Service Systems; and Public Services. These topics, along with Compatibility with Existing Zoning and Plans, will be evaluated in an EIR prepared for the project. Impacts in other topical areas would be less than significant, some with the mitigation measures identified in the Initial Study, and will not be evaluated in the EIR. These topics include: Biological Resources; Geology and Soils; Greenhouse Gas Emissions; Hydrology and Water Quality; Hazards/Hazardous Materials; Mineral/Energy Resources; and Agriculture and Forest Resources.

The EIR will also evaluate alternatives to the proposed project, including the required No Project Alternative and a reasonable range of additional alternatives that would reduce or eliminate significant environmental impacts of the proposed project.

The Initial Study prepared for the proposed project is available online at www.sf-planning.org. In addition, the Initial Study and all documents relating to the proposed project are available for review at the San Francisco Planning Department's Environmental Planning office, 1650 Mission Street, Suite 400 in Case File No. 2011.0409E.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and for the reasons documented in the Environmental Evaluation (Initial Study) for the project, which is attached or available by request to the Planning Department.

PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and California Environmental Quality Act Guidelines Section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held at **6:00 p.m.** on **February 20, 2013** at **925 Mission Street, San Francisco, CA 94103**. Written comments will also be accepted at this meeting and until the close of business on March 1, 2013. Written comments should be sent to Bill Wycko, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

January 30, 2013
Date

Bill Wycko
Environmental Review Officer

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FIGURES

TABLES

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GLOSSARY

AB 939	Assembly Bill 939, California Integrated Waste Management Act of 1989
ABAG	Association of Bay Area Governments
Active Ground Floor Uses	A flexible mix of permitted arts, cultural, educational, retail, and office uses on the lower floors of proposed buildings intended to activate the ground floor and accommodate emerging types of nontraditional building uses consistent with an active ground floor, to be more specifically defined in the proposed Fifth/Mission Special Use District.
ARB	California Air Resources Board
AST	above-ground storage tank
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Breast height	4.5 feet above the ground surface surrounding the tree
C-3-S	Downtown Support Use District
Cal-OSHA	State of California Occupational Safety and Health Administration
CEQA	California Environmental Quality Act
CDMG	California Division of Mines and Geology
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CO_2E	carbon dioxide equivalent
Corps	U.S. Army Corps of Engineers
D4D	Design for Development

dB	decibel
dBA	A-weighted decibel
DBI	San Francisco Department of Building Inspection
Differential compaction	A phenomenon in which non-saturated, cohesionless soil is made more dense by earthquake vibrations, causing differential settlement.
Downtown	As used in this document, the area defined by the San Francisco Downtown Area Plan. The Plan area is irregularly shaped, but is generally bounded by Washington Street on the northeast; The Embarcadero on the east; Folsom Street on the south; and Market Street on the northwest.
DPH	San Francisco Department of Public Health
DPW	San Francisco Department of Public Works
East SOMA	As used in this document, the area defined by the East SoMA (South of Market) Area Plan. The Plan area is irregularly shaped and is generally bounded by Mission Street and Folsom Street on the north; The Embarcadero on the east; Townsend Street, Harrison Street, and Mission Creek Channel on the south; and Seventh Street and Fourth Street on the west.
EEA	Environmental Evaluation Application
EIR	Environmental Impact Report
EP	San Francisco Planning Department, Environmental Planning Division
ESA	Environmental Site Assessment, a professional investigation that characterizes existing conditions related to hazardous materials and hazardous waste contamination at a site.
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FTE	Full-time-equivalent employees; refers to the number of employees working the equivalent of 40-hour work weeks.
GHG	greenhouse gases, the gases primarily responsible for global climate change

gsf	Gross square feet of floor area, calculated pursuant to Planning Code Section 102.9. Gsf for all proposed buildings includes gross building areas above existing street grades, and excludes basement accessory parking areas and mechanical penthouses as defined by Planning Code Sections 102.9(b)(1) and (b)(9), and other parking areas. Gsf is calculated to include external building walls, and no deductions are made to gsf for internal elevator or service cores. All gsf numbers in this document are approximate.
IWMP	Integrated Waste Management Plan
Lateral spreading	The phenomenon in which surface soil is displaced along a zone that has formed within an underlying liquefied layer.
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Design, a stormwater management approach that promotes the use of ecological and landscape-based systems that mimic pre-development drainage patterns and hydrologic processes by increasing retention, detention, infiltration, and treatment of stormwater at its source.
Liquefaction	The transformation of soil from a solid to a liquefied state during which saturated soil temporarily loses strength resulting from the buildup of excess pore water pressure, which may occur during earthquakes.
Lmax	maximum instantaneous noise level
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
$MMTCO_2E$	million metric tons of CO_2E
MRZ-4	Mineral Resource Zone 4
MTA	San Francisco Metropolitan Transportation Agency
MUNI	San Francisco Municipal Railway
N_2O	nitrous oxide

NFIP	National Flood Insurance Program
NO_2	nitrogen dioxide
NOP	Notice of Preparation of an Environmental Impact Report
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OPR	State of California Governor's Office of Planning and Research
Passive open space	Also called "low intensity open space;" emphasizes the physical characteristics of a park that usually include landscaping, benches, and walkways to accommodate low-impact activities such as sitting and walking. Higher-impact activities such as organized sports, exercise stations, or play structures are generally not included under a definition of passive open space and are more related to active recreational spaces such as neighborhood- or city-serving parks.
Pb	lead
PM	particulate matter
RSD	Residential Service Use District
SF Datum	Establishes the City's zero point for surveying purposes at approximately 8.6 feet above the zero elevation for the National Geodetic Vertical Datum of 1929, which was based on the sea level datum in 1929. Since 1929, the mean sea level has increased by approximately 0.44 feet.
SFBAAB	San Francisco Bay Area Air Basin
SFFD	San Francisco Fire Department
SFPD	San Francisco Police Department
SFHA	Special Flood Hazard Area
SFPUC	San Francisco Public Utilities Commission
SFSDF	San Francisco School of Digital Filmmaking
SFUSD	San Francisco Unified School District

SO_2	sulfur dioxide
SOCAP	Social Capital Markets
SOMA	South of Market Area; as used in this document, the SOMA area is irregularly shaped and is generally bounded by Mission, Stevenson, and Natoma Streets on the north; Essex Street on the east; Townsend and Bryant Streets on the south, and Thirteenth Street on the west.
SUD	Special Use District
TPH	total petroleum hydrocarbons
TPHd	total petroleum hydrocarbons as diesel
UST	underground storage tank
VOC	volatile organic compound
Western SOMA	As used in this document, the Western SoMa area is irregularly shaped and consists of two connected areas: 1) one generally referred to as "north of Harrison Street," roughly bounded by Minna Street (an alleyway between Mission and Howard Streets) to the north, Thirteenth Street to the east, Bryant Street to the south, Seventh Street to the west; and 2) one generally referred to as "south of Harrison Street," roughly bounded by Harrison Street to the north, Fourth Street to the east, Townsend Street to the south, and Seventh Street to the west.

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INITIAL STUDY

5M PROJECT
PLANNING DEPARTMENT CASE NO. 2011.0409E

A. PROJECT DESCRIPTION

PROJECT LOCATION AND SITE CHARACTERISTICS

The approximately 4-acre project site, which is located at the nexus of the South of Market Area (SOMA), Downtown, and Mid-Market Street neighborhoods, is roughly bounded by Mission Street to the north; Fifth Street to the east; Howard Street to the south; and Mary Street and adjacent properties to the west.[1] **Figure 1** shows the location of the project site and **Figure 2** illustrates existing site conditions. The project site consists of 23 parcels and extends from the southwest quadrant of Fifth and Mission Streets south along Fifth Street to Howard Street, and west along Mission and Howard Streets to approximately the middle of the block. Mary, Minna and Natoma Streets are streets internal to the site and Mary Street is also an alley within the project site.[2] The project site is generally flat and is approximately 35 feet above mean sea level.[3] The project site is within the vicinity of numerous public transit routes, including Bay Area Rapid Transit (BART), San Francisco Municipal Railway (MUNI), Golden Gate Transit, and SamTrans routes. Major transit hubs in the vicinity include the Powell Street BART Station, located approximately 750 feet north of the project site, and the MUNI Central Subway Project, which would extend along the Fourth Street corridor approximately 750 feet east of the project site. The Central Subway Project is currently under construction and anticipated for completion in 2019.

[1] By convention, Mission Street and streets that parallel it, including Howard Street, are considered east-west streets, while numbered streets, such as Fifth and Sixth Streets, are considered north-south streets. The street grid surrounding the project site does not conform to the cardinal directions (north, east, south, and west), but the cardinal directions are used in this Initial Study for ease of description.

[2] Per Section 102.1 of the San Francisco Planning Code, an alley is a right-of-way, less than 30 feet in width, permanently dedicated to common and general use by the public.

[3] Elevations reference San Francisco City Datum (SF Datum).

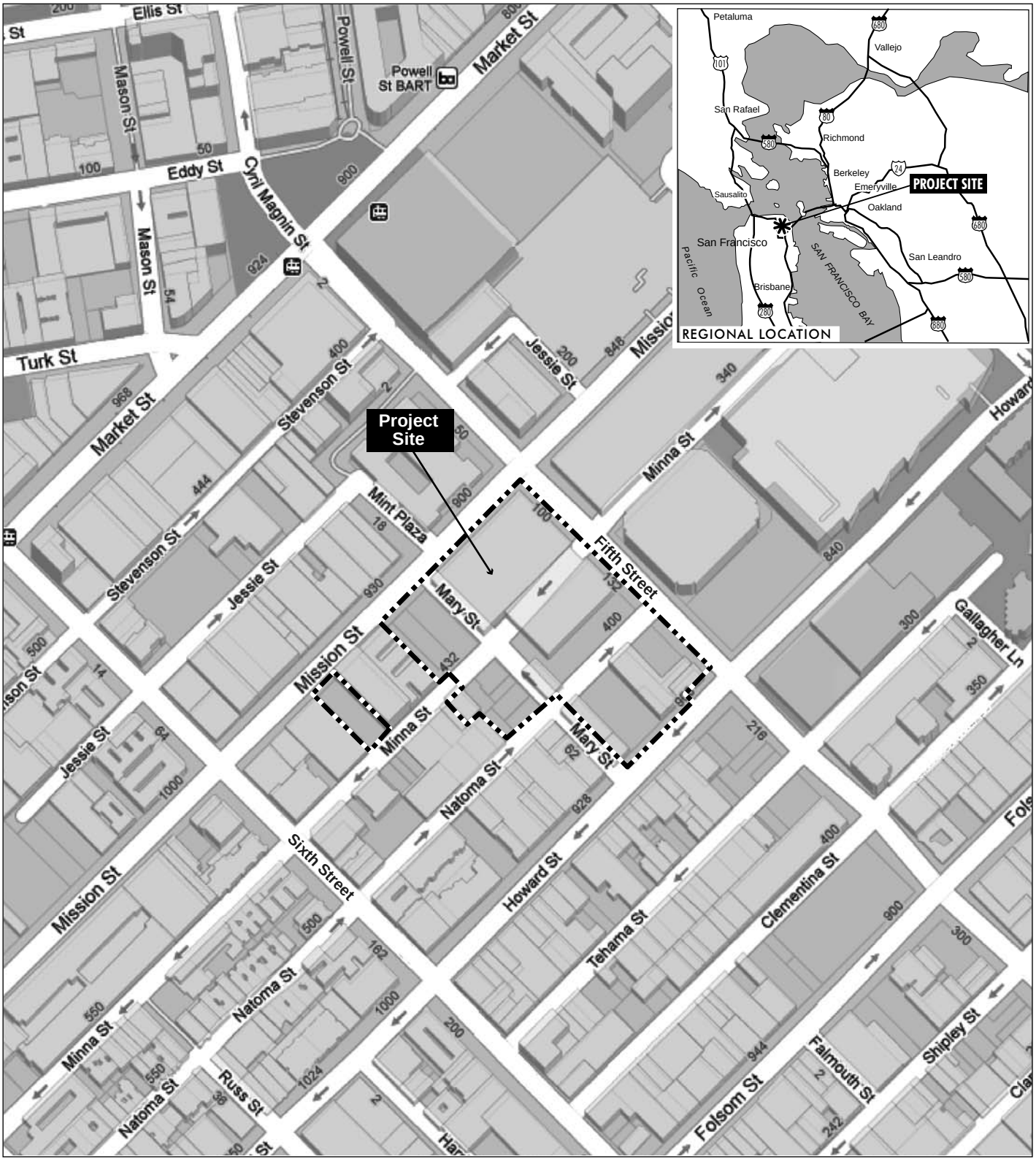

FIGURE 1

0 175 350
FEET

PROJECT TRUE N

Project Boundary

5M Project Initial Study

Project Site and Regional Location

SOURCES: GOOGLE MAPS; LSA ASSOCIATES, INC., 2012.

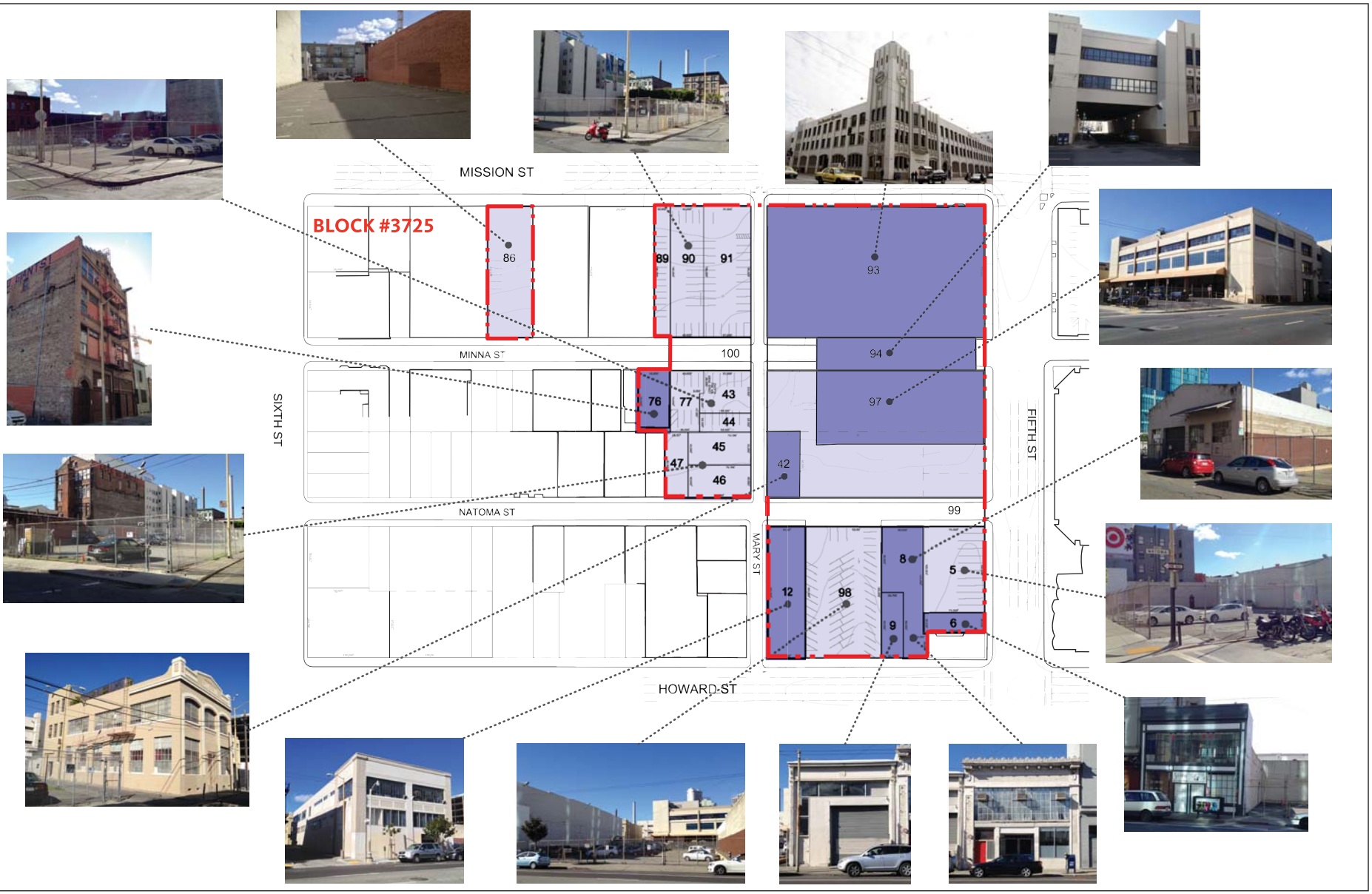

FIGURE 2

NOT TO SCALE

PROJECT BOUNDARY

EXISTING BUILDING

EXISTING SURFACE PARKING LOTS

94 ASSESSOR BLOCK LOT NUMBER

SOURCE: FOREST CITY, OCTOBER 2012.

5M Project Initial Study
Existing Site Conditions

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Currently, the project site contains eight buildings and seven surface parking lots with a total of approximately 256 parking spaces. The existing buildings on the site provide a total of approximately 317,700 gross square feet (gsf) of building space containing office and light industrial uses. No housing is located on the site. Office, cultural, and educational uses are currently accommodated within the existing buildings on the project site. Tenants and organizations on the project site include Intersection for the Arts, The Hub, TechShop, and SF Made, as well as the San Francisco School of Digital Filmmaking (SFSDF), Off the Grid, gdgt, and Best Buddies. **Table 1** identifies the location and provides a brief description of the project site's existing properties. The assessor lot numbers in **Table 1** correspond to the numbers in **Figure 2**. Refer to **Table 2** for a brief description of each organization).

PROJECT SPONSOR'S OBJECTIVES

According to the project sponsor, Forest City Enterprises, the proposed project is intended to provide a distinct mixed-use development with office, retail, residential, cultural, educational and open space uses focused on supporting and retaining innovation-based companies in the City of San Francisco.

The project sponsor's key objectives are to:

1. Develop a mixed-use project containing residential, commercial, and flexible retail/office/cultural/ educational space in Downtown San Francisco.
2. Leverage the site's central location and close proximity to major regional and local public transit by building a dense mixed-use project that allows people to work and live close to transit.
3. Develop buildings at varying scales, and locate height and mass throughout the project site in a manner that reflects the project's location at the intersection of Downtown and SOMA.
4. Create a dense commercial center with floorplates large enough to provide the flexible and horizontally-connected workplaces in demand by technology and other innovation-driven companies in or seeking to relocate to San Francisco.

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Table 1: Existing Properties

Assessor Lot Number	Street Address	Construction Date	Use	Building Tenant	Existing Building Square Footage (gsf)	Other Information
5	172 Fifth Street	-	Surface Parking Lot	-		This 7,871-square-foot lot is currently developed as a surface parking lot and is surrounded by fencing.
6	190 Fifth Street (Zihn Building)	1924	Office	Build Inc.	1,900	This 1,873-square-foot lot is currently developed with a rectangular two-story reinforced concrete industrial building. The building front facing Fifth Street is a full two stories, but the rear section is one story. This building is known as the Zihn Building.
8	910 Howard Street (J.M. Kepner Building)	1922	Light Industrial/ Office Support	San Francisco Chronicle	6,100	This 6,089 square-foot lot is currently developed with a two-story reinforced concrete industrial building. This building is known as the J.M. Kepner Building and is currently used as the shipping and receiving department for the San Francisco Chronicle.
9	912 Howard Street	1928	Light Industrial/ Office Support	TechShop	2,100	This 2,056-square-foot lot is currently developed with a one-story reinforced concrete industrial building.
12	924–926 Howard Street	1923	Office	TechShop, SFMade	15,200	This 7,596-square-foot lot is currently developed with a three-story office/light industrial building.
42	430 Natoma Street (Camelline Building)	1923	Office	San Francisco Chronicle, IS Logistics	9,600	This 3,197 square-foot lot is currently developed with a rectangular two-story industrial building. There is a partial third story/penthouse at the northwest corner of the building.
43	435-439 Minna Street	-	Surface Parking Lot	-		This 3,105-square-foot lot is currently developed as a surface parking lot with Lot No. 44 and No. 77, and is surrounded by fencing.
44	44 Mary Street	-	Surface Parking Lot	-		This 1,437-square-foot lot is currently developed as a surface parking lot with Lot No. 43 and No. 77, and is surrounded by fencing.
45	50 Mary Street	-	Surface Parking Lot	-		This 3,044-square-foot lot is currently developed as a surface parking lot with Lot No. 46 and No. 47, and is surrounded by fencing.
46	432-438 Natoma Street	-	Surface Parking Lot	-		This 3,044-square-foot lot is currently developed as a surface parking lot with Lot No. 45 and No. 47, and is surrounded by fencing.
47	440 Natoma Street	-	Surface Parking Lot	-		This 2,253-square-foot lot is currently developed as a surface parking lot with Lot No. 45 and No. 46, and is surrounded by fencing.
76	447–449 Minna Street (Dempster Printing Building)	1907	Office/Light Industrial	Vacant	12,000	This 2,996 square-foot lot is currently developed with a four-story, brick industrial loft building.
77	441-445 Minna Street	-	Surface Parking Lot	-		This 2,761-square-foot lot is currently developed as a surface parking lot with Lot No. 43 and No. 44, and is surrounded by fencing.
86	967-971 Mission Street	-	Surface Parking Lot	-		This 8,777-square-foot lot is currently developed as a surface parking lot and is surrounded by fencing and adjacent buildings.
89	947-949 Mission Street	-	Surface Parking Lot	-		This 3,200-square-foot lot is currently developed as a surface parking lot with Lot No. 90 and No. 91, and is surrounded by fencing and an adjacent building.
90	941-945 Mission Street	-	Surface Parking Lot	-		This 6,400-square-foot lot is currently developed as a surface parking lot with Lot No. 89 and No. 91, and is surrounded by fencing and an adjacent building.
91	939 Mission Street	-	Surface Parking Lot	-		This 9,200-square-foot lot is currently developed as a surface parking lot with Lot No. 89 and No. 90, and is surrounded by fencing and an adjacent building.
93	901–933 Mission Street (Chronicle Building)	1924	Office	Intersection for the Arts, The Hub, SFSDF, gdgt, Best Buddies	178,700 (includes basement)	This 42,396-square-foot lot is currently developed with a three-story industrial building. The building is rectangular in plan and connects to 110 Fifth Street via a two-story pedestrian bridge over Minna Street. The building contains a five-story clock tower located at its northeast corner (the southwest quadrant of Fifth and Mission Streets). The building serves as the headquarters of the San Francisco Chronicle and contains a variety of office uses, including educational organizations.
94	425-433 Minna Street (Air Rights Parcel) [1]	1968	Office	Off the Grid [2]		This 10,598-square-foot air rights parcel is currently developed with a two-story bridge located above Minna Street that connects the Examiner Building to the Chronicle Building. It was constructed on the air rights above Minna Street, and does not connect to the ground, allowing Minna Street to remain in use for vehicular traffic.
97	110 Fifth Street (Examiner Building)	1968	Office	San Francisco Chronicle	92,100	This 37,871-square-foot lot is currently developed with a three-story rectangular industrial building that is connected to the Chronicle Building via a two-story bridge over Minna Street (the buildings also connect via a subterranean level underneath Minna Street). An open loading dock runs across most of the south elevation at ground level. This building is known as the Examiner Building. The building was purchased by the San Francisco Chronicle and serves as the headquarters for the technology firm Square.
98	914-918 Howard Street	-	Surface Parking Lot	-		This 14,797-square-foot lot is currently developed as a surface parking lot and is surrounded by fencing and adjacent buildings.
99	Natoma Street (Air Rights Parcel)	-	-	-		10,800-square-foot air rights parcel above public rights-of-way.
100	Minna Street (Air Rights Parcel)	-	-	-		2,490-square-foot air rights parcel above public rights-of-way.

[1] Air rights are legally defined as parcels overlying the ground that the owner holds the right to use and occupy. *Cases and Materials on Land Use*, Callies, David L., et al., 1999. This document is available for review at the Planning Department in Case File No. 2011.0409E.

[2] Off the Grid uses Minna Street between Fifth and Mary Streets for a bi-weekly market. Off the Grid is not a building tenant.

Note: gsf = gross square feet. All existing building numbers have been rounded to the nearest 100 gsf.

Sources: Forest City Enterprises, Architectural Resources Group, and City of San Francisco Planning Department, 2013.

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Table 2: Major Existing Organizations on the Site

Organization	Current Location	Description
San Francisco Chronicle	901 Mission Street	The San Francisco Chronicle is a newspaper serving primarily the San Francisco Bay Area. The Chronicle Building serves as the headquarters for the newspaper.
Intersection for the Arts	925 Mission Street	Intersection for the Arts was established in 1965 and is San Francisco's oldest alternative non-profit art space. Intersection for the Arts presents experimental work in the fields of literature, theater, music and the visual arts, and provides service, technical support, and mentorship programs.
The Hub	901 Mission Street	The Hub is located in the Chronicle Building and contains 20,000 gsf of collaborative work space that also hosts cultural events. The facility provides individual work stations, meeting and conference rooms, kitchens, and cafes. The Hub includes Social Capital Markets (SOCAP), a core business unit of The Hub that supports the growth of socially-driven market systems.
TechShop	926 Howard Street	TechShop is a facility that contains 17,000 gsf of workshop space and provides tools and machinery for its members. The facility provides workshop space, classrooms, a lounge, and a retail space. Some of the machinery and tools offered at TechShop include milling machines and lathes, laser cutters, a welding station, and sheet metal-working equipment.
SFMade	926 Howard Street	SFMade is a non-profit corporation that focuses on developing the local manufacturing sector and its workforce within San Francisco. SFMade works directly with local entrepreneurs and small companies and offers education, networking opportunities, and other programming.
San Francisco School of Digital Filmmaking (SFSDF)	925 Mission Street	SFSDF is located in the Chronicle Building and provides courses and workshops in digital filmmaking, film acting, and screenwriting. SFSDF facilities include classrooms, computer labs, film/production equipment, and studio rental space.
Off the Grid	Fifth and Minna Streets	Off the Grid is an organization of mobile food businesses, which operates a bi-weekly mobile food market on the project site. Off the Grid operates over 15 weekly food markets in the Bay Area and works with over 100 vendors.
gdgt	901 Mission Street	gdgt ("gadget") is an online crowd sourcing forum that offers reviews on electronic devices.
Best Buddies	901 Mission Street	Best Buddies is an international non-profit organization focusing on establishing a global volunteer movement to create opportunities for one-to-one friendships, integrated employment, and leadership development for people with intellectual and developmental disabilities.

Source: Forest City Enterprises, 2013.

5. Provide a continuum of floorplate sizes that offer spaces for beginning, mid-sized, and mature users, and spaces for smaller users to grow in place.

6. Help meet the job creation goals established in the City's Economic Strategy[4] by generating new employment opportunities in the knowledge economy and stimulating job creation across all sectors.

[4] San Francisco Office of Economic and Workforce Development, *Sustaining Our Prosperity, The San Francisco Economic Strategy*, November 1, 2007. This document is available for review at oewd.org/media/docs/SF%20Economic%20Strategy%20Report.pdf (accessed November 27, 2012).

7. Construct high-quality housing with sufficient density to maintain 24-hour activity on the project site while offering a mix of unit types, sizes, and levels of affordability to accommodate a range of potential residents.

8. Create a vibrant ground floor and ground floor with public spaces that facilitate a variety of events and programs activated by permanent and temporary retail, cultural, educational, and event spaces, services, and shared entrepreneurial spaces that serve as interactive gathering points for project and neighborhood residents, commercial users, and the public.

9. Establish a pedestrian-oriented project with well-designed streets, alleys, and public spaces generally in accordance with the City's *Better Streets Plan*.[5]

10. Preserve the Chronicle Building (901 Mission Street) and Dempster Printing Building (447–449 Minna Street) as important cultural markers and active hubs on the site.

11. Maximize sustainability at the site, building, and user level by incorporating Leadership in Energy and Environmental Design (LEED) or equivalent sustainability strategies.

PROPOSED PROJECT

The proposed project would result in the construction of new office, retail, cultural, and educational space; residential dwelling units; and open space. Associated infrastructure and accessory vehicle and bicycle parking would also be developed to support these uses. The proposed project would retain and rehabilitate the Chronicle Building (901 Mission Street), constructed in 1924, and the Dempster Printing Building (447–449 Minna Street), constructed in 1907, and entail demolition of all other buildings on the site and the construction of five new buildings with heights ranging from approximately 50 to 400 feet. The total square footage of renovated existing buildings and new construction would include approximately 1.85 million gsf of new and existing uses, comprising 1,132,200 gsf of office uses, (814,500 gsf of net new office space), 552,800 gsf of residential uses (approximately 748 dwelling units), up to 146,900 gsf of active ground floor retail/office/cultural/ educational uses, and 18,200 gsf of arts/cultural/educational uses. In addition, the proposed project

[5] San Francisco Planning Department, *San Francisco Better Streets Plan,* 2010. This document is available for review at www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan (accessed October 31, 2012).

would include approximately 222,000 square feet of accessory motor vehicle and bicycle parking in up to three subterranean levels. **Figure 3** is the site plan and shows the configuration of proposed land uses on the site. **Figure 4** is the illustrative massing and phasing plan. Refer to **Figures 5, 6, 7, 8**, and **9** for preliminary floorplate plans. **Figures 10 and 11** show preliminary street and building elevations of the proposed project along Fifth, Mary, Mission, and Howard Streets. **Figure 12** shows structures to be retained or removed as part of the proposed project. In the text and figures of this Initial Study, each proposed building is labeled with a suffix (e.g., M-#) indicating the approximate street that it fronts. M-# buildings are those that are located between Minna and Mission Streets; N-# buildings are those located between Natoma and Minna Streets; and H-# buildings are those located between Howard and Natoma Streets.

The proposed project would also provide 34,000 gsf of privately-owned publicly accessible open space throughout the site and would change the existing vehicular and pedestrian circulation pattern to facilitate pedestrian movement through alleys and direct vehicular traffic to arterial streets. **Table 3** provides a summary of the approximate square footage of existing uses, existing uses to be retained, and new construction. **Table 4** provides a summary of the buildings that would be developed as part of the proposed project. Parcel M-3, as shown in **Figure 3**, would continue to be used as a parking lot containing approximately 36 spaces, similar to existing conditions.

Table 3: Existing and Proposed Uses

Use	Existing (gsf)	Existing to be Retained or Replaced (gsf)	Net New (gsf)	Total Proposed (gsf)
Office/Support/ Light Industrial	317,700	317,700	814,500	1,132,200
Retail/Active Ground Floor Use (Retail/Office/Cultural/Educational)	-	-	146,900	146,900
Institutional (Arts/Cultural)	-	-	18,200	18,200
Residential	-	-	552,800	552,800
Total Square Footage	**317,700**	**317,700**	**1,532,400**	**1,850,100**
Parking	76,800	76,800	234,200	311,000
Open space	-	-	34,000	34,000
Dwelling Units	-	-	748	748
Parking Spaces	256	256	632	888
Number of Buildings	8	2	5	7
Height of Buildings	15 to 65 feet	50 to 65 feet	50 to 400 feet	50 to 400 feet

Note: gsf = gross square feet. All numbers have been rounded to the nearest 100 gsf. See Glossary for definition of gsf. Parking square footage is shown as a separate line item. Proposed gsf does not include allowances for code-allowed exclusions such as child care facilities or specific art uses per Planning Code Sections 102.9(b)(12), (b)(14), (b)(15), and (b)(18). In calculating existing building gsf, the basement of the Chronicle Building is included in the gsf calculations, as it is currently in use as office space.

Table 4: Proposed Buildings and Uses (Detail)

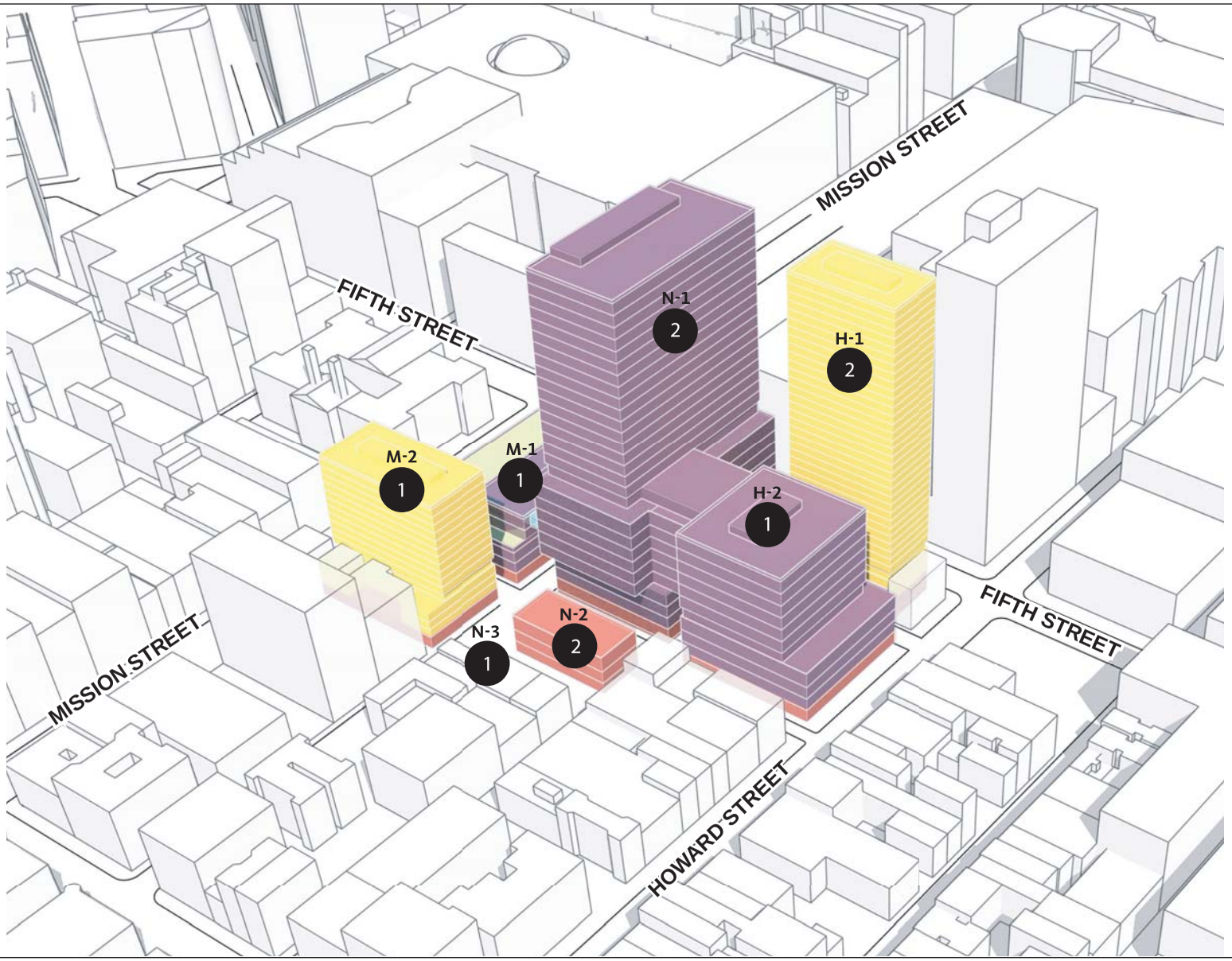
Building	Proposed Uses	Street Address	Cross Streets	Gross Square Footage (gsf)				
				Arts/ Cultural/ Educational	Active Ground Floor (Retail/Office/ Educational/ Cultural)	Office	Residential	Total
M-1 (Chronicle Building)	Office and Active Ground Floor	901–933 Mission St.	Mission and Fifth Streets	--	42,400	114,800	--	157,200
M-2	Residential and Active Ground Floor	947–949 Mission St.	Mission and Mary Streets	--	12,800	--	192,000	204,800
		941–945 Mission St.						
		939 Mission St.						
N-1	Office and Active Ground Floor	110 Fifth St.	Minna and Fifth Street	--	47,500	751,400	--	798,900
		430 Natoma St.	Mary and Natoma Streets					
N-2	Arts/Cultural/ Educational	435-439 Minna St.	Minna and Mary Streets	18,200	--	--	--	18,200
		44 Mary St.						
		50 Mary St.						
		432–438 Natoma St.						
		441–445 Minna St.						
N-3 (Dempster Printing Building)	Office/Arts/ Cultural/ Educational	447–449 Minna St.	Minna and Mary Streets		--	12,000	--	12,000
H-1	Residential and Active Ground Floor	172 Fifth St.	Natoma and Fifth Streets	--	12,200	--	360,800	373,000
		190 Fifth St.	Howard and Fifth Streets					
		910 Howard St.	Howard and Fifth Streets					
		912 Howard St.	Mary and Natoma Streets					
H-2	Office and Active Ground Floor	924–926 Howard St.	Natoma and Fifth Streets		32,000	208,800	--	240,800
		914-918 Howard St.	Howard and Fifth Streets					
N-1-H-2 Connector	Office	Natoma St.	Fifth and Mary Streets	--	--	43,600	--	43,600
M-1-N-1 Connector	Office	Minna St.	Fifth and Mary Streets	--	--	1,600	--	1,600
							Total	**1,850,100**

Note: Total reflects rounding of individual building square footages; all numbers have been rounded to the nearest 100 gsf. Total gsf for the purposes of this environmental review is 1,850,100.

Source: Forest City Enterprises, 2013.

FIGURE 3

SOURCE: FOREST CITY, DECEMBER 2012.



PHASE 1 615,000 GSF ±

M-2 : RESIDENTIAL
H-2: COMMERCIAL

M-1: COMMERCIAL

N-3: COMMERCIAL/ARTS

PHASE 2 1,235,000 GSF ±

N-1: COMMERCIAL

H-1: RESIDENTIAL

N-2: COMMERCIAL/ARTS

NOT TO SCALE

SOURCE: FOREST CITY, JANUARY 2013.

FIGURE 4

5M Project EIR
Illustrative Massing and Phasing Plan

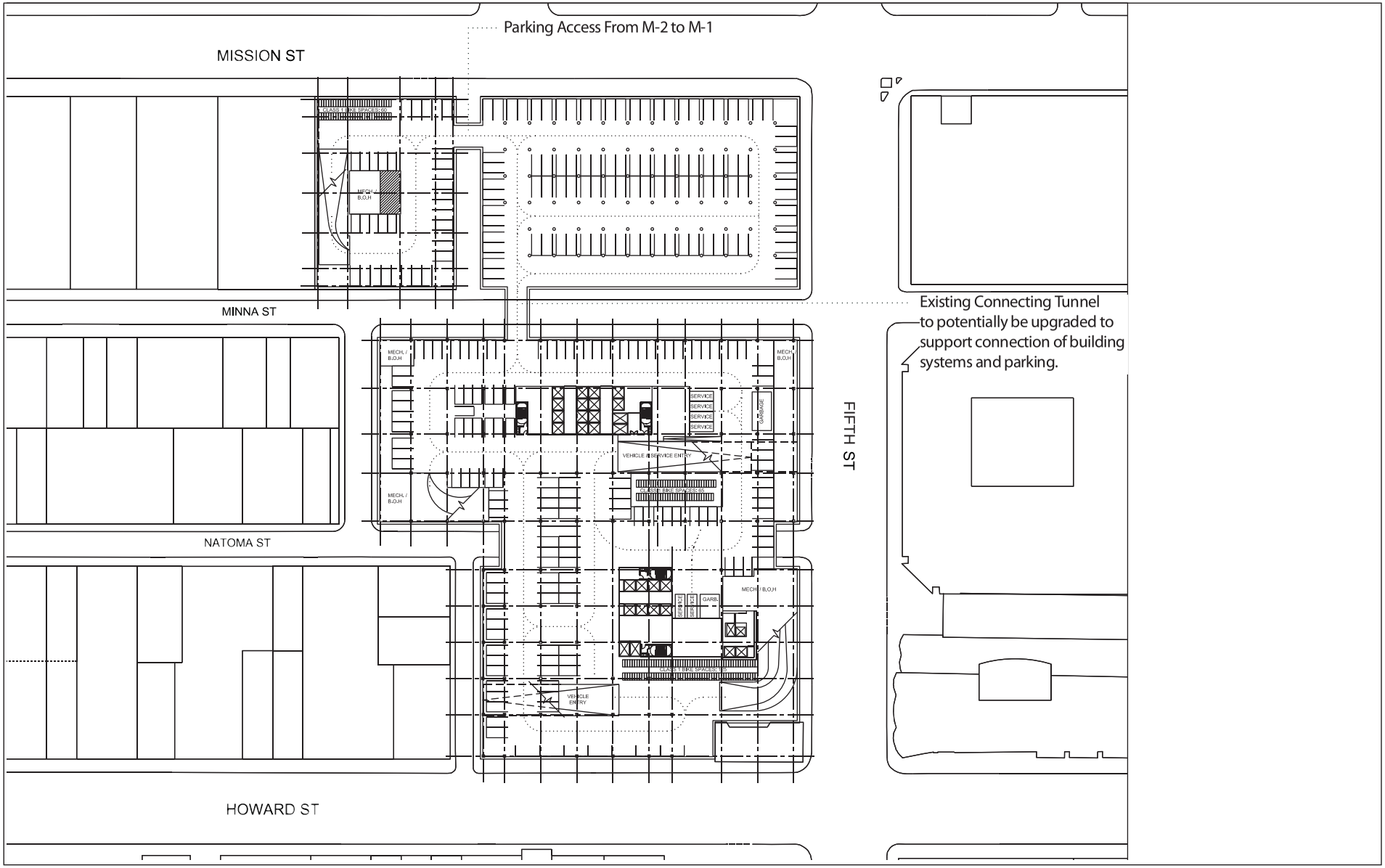


FIGURE 5a

SOURCE: FOREST CITY, JANUARY 2013.

5M Project Initial Study
Typical Basement Level, Floor 1

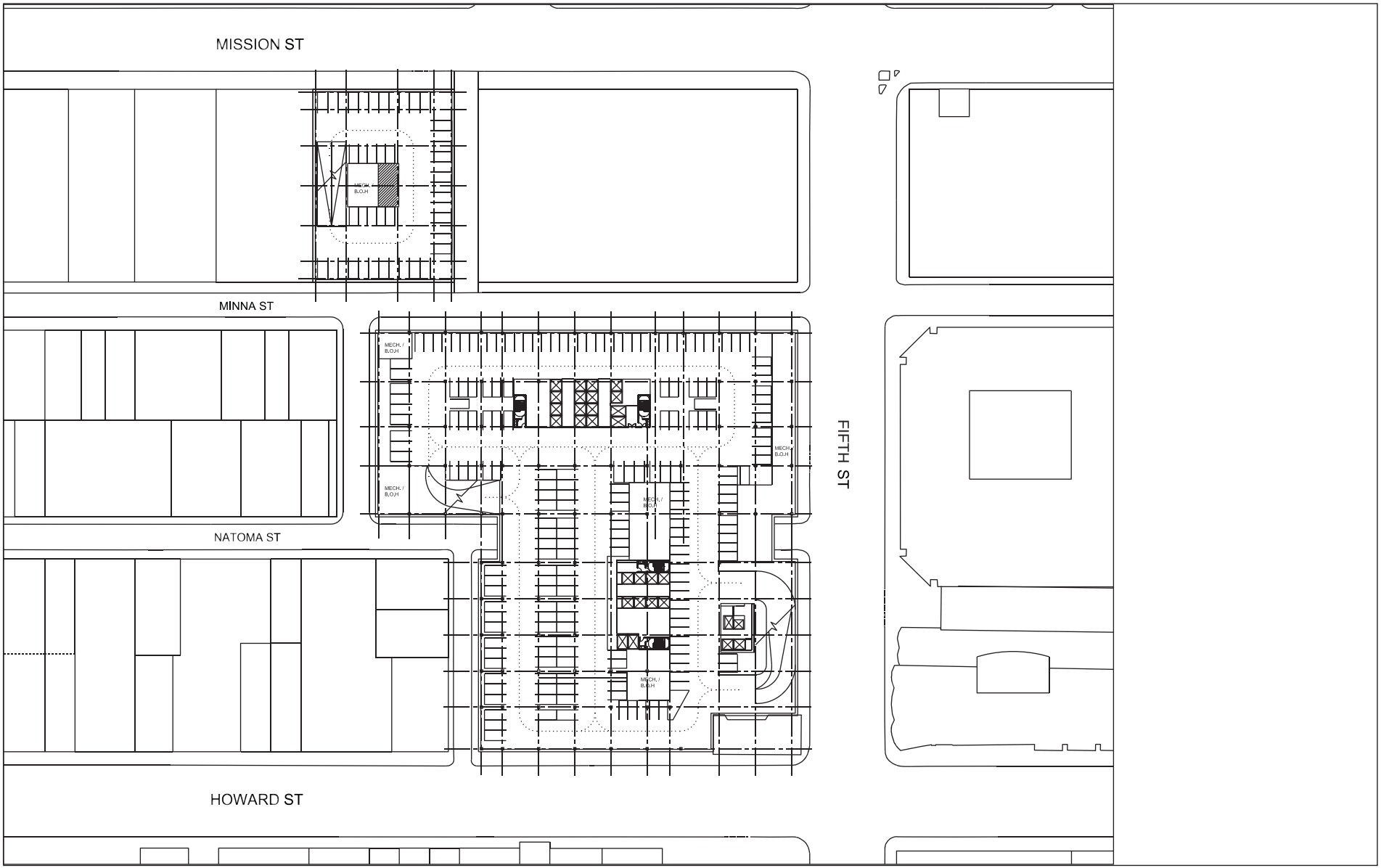


FIGURE 5b

SOURCE: FOREST CITY, JANUARY 2013.

5M Project Initial Study
Typical Basement Level, Floors 2-3

FIGURE 6

SOURCE: FOREST CITY, DECEMBER 2012.

5M Project Initial Study
Floorplate - First Floor

FIGURE 7

5M Project Initial Study
Floorplate - Typical Low-Rise Floors
Floors 2 to 4

SOURCE: FOREST CITY, DECEMBER 2012.

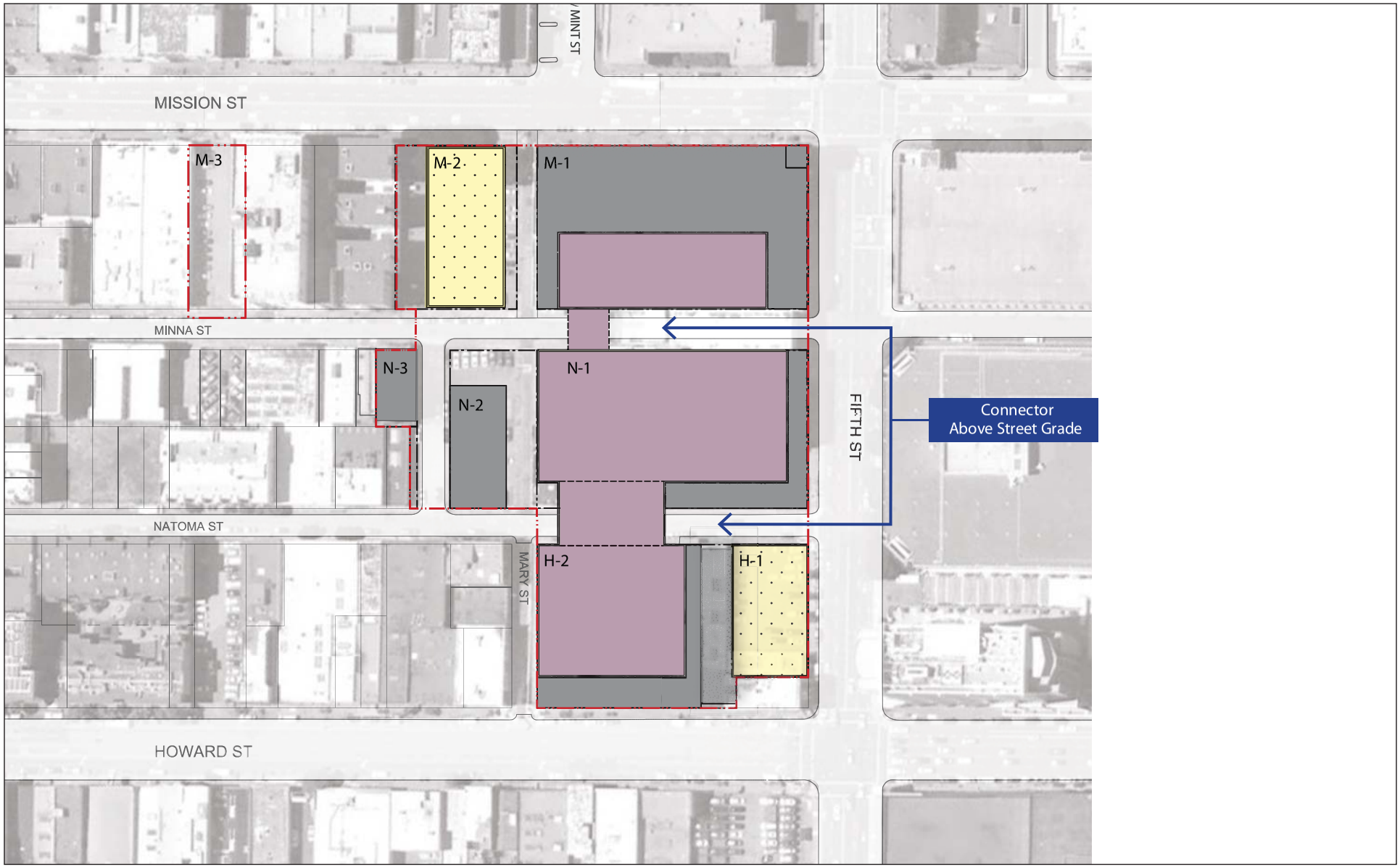


FIGURE 8

5M Project Initial Study
Floorplate - Typical Mid-Rise / Connected Floors
Floors 4 to 16

SOURCE: FOREST CITY, JANUARY 2013.

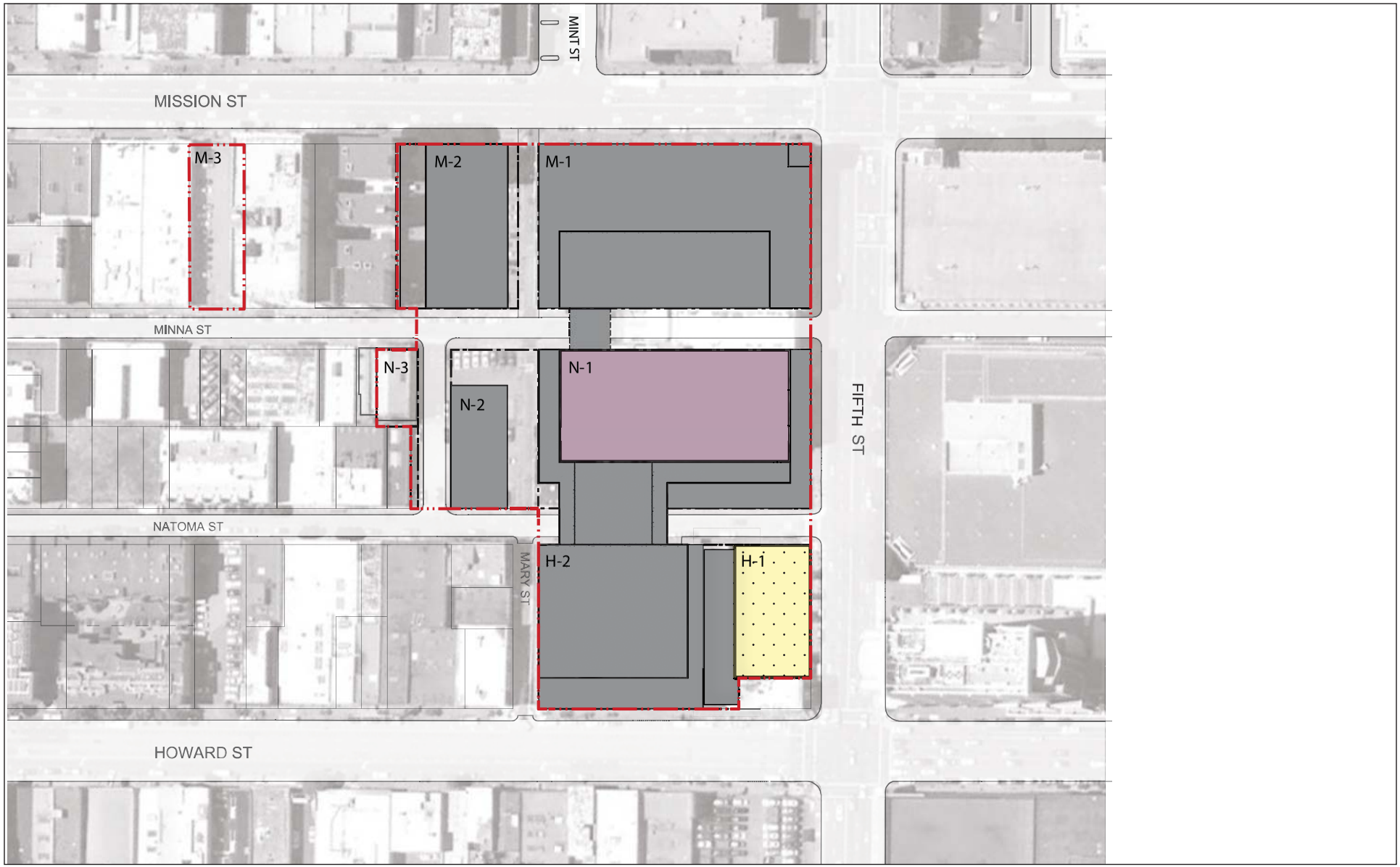
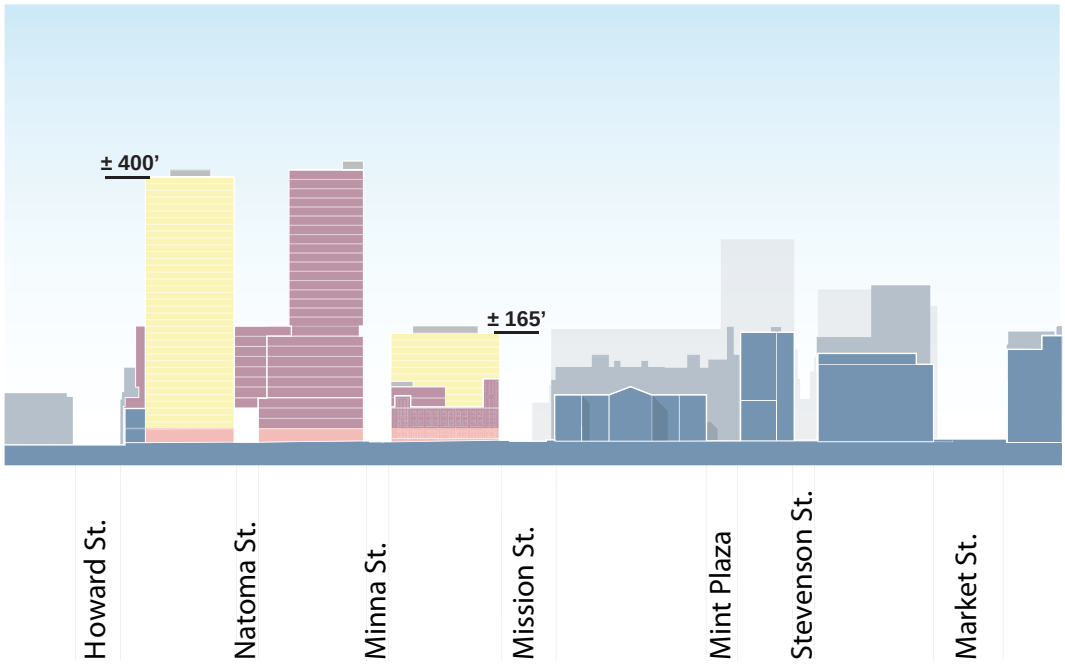


FIGURE 9

5M Project Initial Study
Floorplate - Typical High-Rise Floors
Floors 17 to 38

SOURCE: FOREST CITY, DECEMBER 2012.

FIFTH STREET ELEVATION



MARY STREET ELEVATION

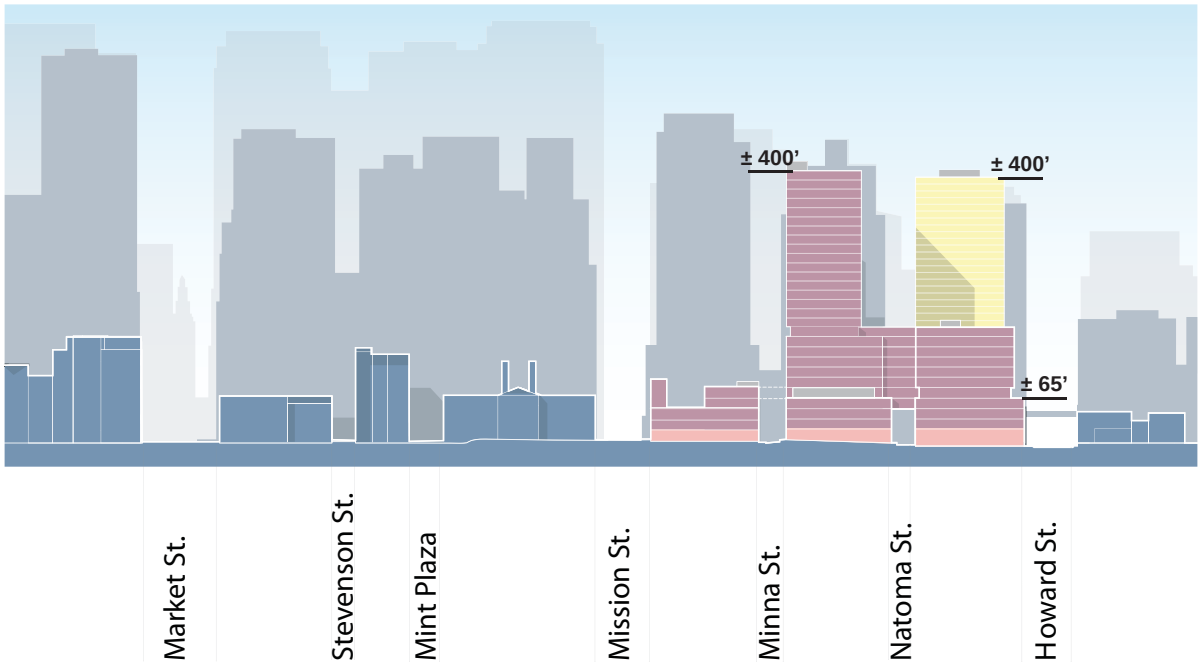


FIGURE 10

± 165’ Illustrative Building Height

Mixed Use

Office

Residential

0 300 600

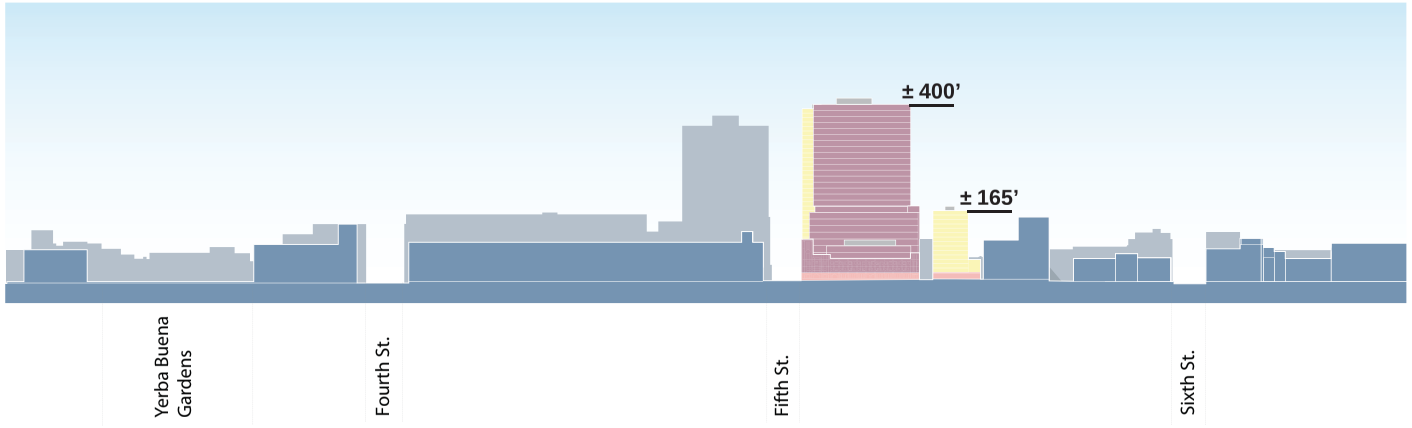
FEET

SOURCE: FOREST CITY, FEBRUARY 2012.

5M Project Initial Study

Proposed Building and Street Elevations: Fifth Street and Mary Street

MISSION STREET ELEVATION



HOWARD STREET ELEVATION

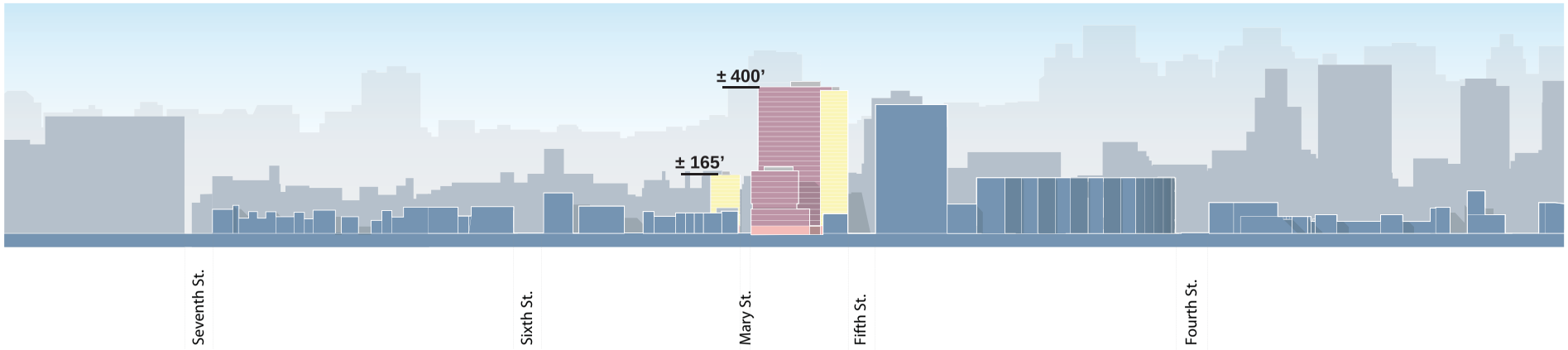


FIGURE 11

± 165' Illustrative Building Height
Mixed Use
Office
Residential

0 300 600
FEET

SOURCE: FOREST CITY, FEBRUARY 2012.

5M Project Initial Study
Proposed Building and Street Elevations:
Mission Street and Howard Street

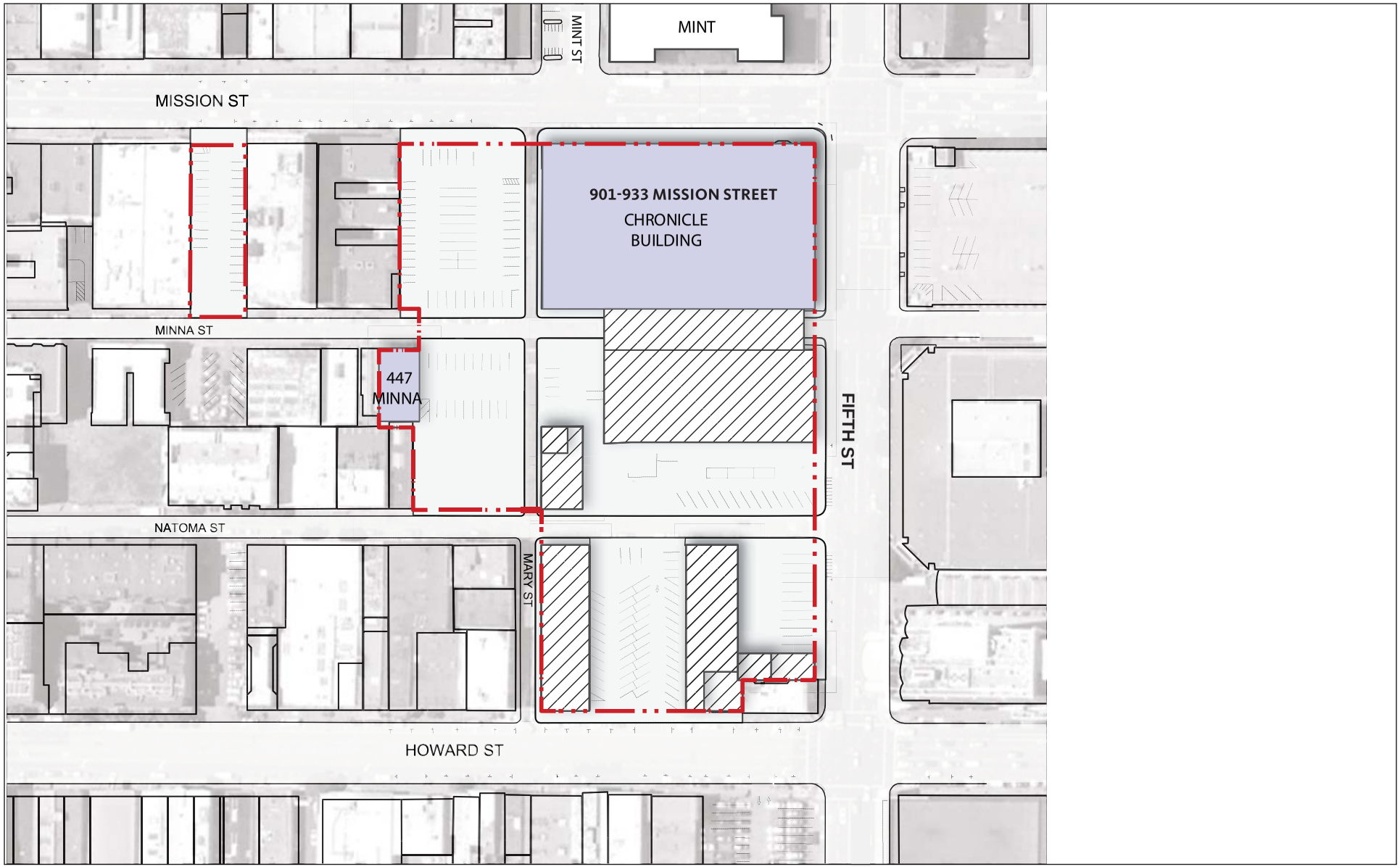


FIGURE 12

5M Project Initial Study
Structures to be Retained and Removed

SOURCE: FOREST CITY, DECEMBER 2012.

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The proposed project also includes programming elements that are anticipated to include art and cultural events, other public events, and collaborations among businesses and organizations that use the commercial space. Events on the project site could include outdoor film screenings, night markets, and theater performances during weekdays and weekends. **Table 2** provides a brief description of existing project organizations.

The following discussion describes the proposed project's specific physical and programming elements. **Figure 12** illustrates the buildings that would be retained or demolished as part of the project.

Primarily Office Buildings

The proposed project would provide approximately 1,132,200 gsf of office space (and a portion of the site-wide 146,900 gsf of active ground floor retail/office/educational/cultural space) in: 1) two existing buildings proposed for renovation (M-1 [Chronicle Building] and N-3 [Dempster Printing Building]); 2) two new buildings (Buildings N-1 and H-2); and 3) one connector (N-1-H-2 Connector) on the project site, as shown on **Figure 4**. These buildings are described below. The existing connector over Minna Street would be demolished, and a new, relocated and reduced-size connector would replace it to provide circulation between the M-1 and N-1 Buildings.

Building M-1 (Chronicle Building). As part of the proposed project, the interior layout of the Chronicle Building would be renovated and two partial floors would be constructed on top of the existing three-story building. Renovations to the Chronicle Building, as described in greater detail below, would include: 1) vertical addition of two partial floors; 2) a potential additional staircase for public access to a proposed rooftop open space area, and modifications to existing staircases to service the proposed rooftop area and meet tenant needs; 3) a potential increase in the number and location of pedestrian entrances and exits into the building on Minna and/or Mary Streets (where none currently exist) ; 4) interior structural and circulation alterations necessitated by demolition of the adjacent Examiner Building and addition of the rooftop open space area ; 5) a new façade where the connection to the Examiner Building would be removed; and 6) upgrades to mechanical, electrical, and plumbing systems, and the consolidation of building systems into the Chronicle Building.

The renovated Chronicle Building would be a five-story, 80-foot-tall, 157,200 gsf building (excluding the clock tower), comprising approximately 114,800 gsf of office space and 42,400 gsf of active ground floor office space. The two proposed additional floors would be set back from Mission and Fifth Streets, approximately 65 feet away from the existing clock tower at the front of the building. The rooftop area (on the top of the third floor) remaining after the addition of the two partial floors would provide up to approximately 22,000 square feet of privately-owned publicly accessible open space (provided to meet, in part, open space requirements for proposed residential and commercial buildings). Extant building mechanical systems located on the third floor rooftop would be relocated to the fifth floor roof or replaced in a screened rooftop enclosure. Additional vertical ingress and egress for the open space would be integrated into the rooftop design (refer to Building M-1 in **Figures 4 and 13**). Rooftop access would be from the outside and inside of the Chronicle Building, pending a feasibility study being undertaken by the project sponsor. The Chronicle Building would continue to accommodate office uses.

Building N-1. Proposed Building N-1, which would be located south of Building M-1 (Chronicle Building), separated by Minna Street, would be a 28-story, approximately 400-foot-tall, 798,900 gsf building (refer to Building N-1 in **Figure 4**). The ground floor would contain approximately 47,500 gsf of active ground floor retail/office/educational/cultural space. The remaining floors would contain 751,400 gsf of office uses.

The building base would be constructed to the lot lines on Natoma, Minna, and Fifth Streets and would define the street wall. Building N-1 would have varied floorplate sizes at its lower levels (1 through 4), mid-rise levels (5 through 10), and high-rise levels (l1 through 28). The setback of the upper levels from the base street wall would be established in the Design for Development (D4D).

The Camelline Building (430 Natoma Street) would be demolished to allow for the construction of Building N-1. In addition, the existing two-story, 14,000-square-foot connector across Minna Street would be demolished and replaced with a single-story connector between Buildings M-1 and N-1. The proposed 1,600 gsf connector would be located approximately 65 feet above the existing street grade and would have dimensions of 40 feet by 40 feet (the existing connector is located approximately 16 feet above the existing street grade and has dimensions of 35 by 195 feet). The new

pedestrian connector is intended to promote circulation between Buildings M-1 and N-1, including to and from the proposed rooftop open space on the renovated Building M-1.

Building H-2. Proposed Building H-2, located at the southeast quadrant of Natoma and Mary Streets, would be an 11-story, approximately 175-foot-tall, 240,800 gsf building. The first four floors would allow for typical floorplates of approximately 25,600 gsf; the seven remaining floors would contain floorplates of approximately 18,900 gsf. The upper seven levels would be set back 30 feet from Howard Street (refer to Building H-2 in **Figure 4**). The ground floor of the building would contain 32,000 gsf of active ground floor retail/office/educational/cultural space. The remaining floors would contain 208,800 gsf of office space.

N-1/H-2 Connector. The proposed N-1/H-2 Connector would be an eight-story, 43,600 gsf connector over Natoma Street between Buildings N-1 and H-2, and would be located approximately 50 feet above the ground floor. The connector would have typical dimensions of 50 feet by 105 feet, spanning the 35-foot width of Natoma Street and extending into the N-1 parcel. The N-1/H-2 connector would permit varying midrise floorplate sizes above the base of Buildings N-1 and H-2, and would facilitate circulation between the buildings and connect office space between the buildings. The N-1/H-2 connector would contain office space.

Building N-3 (Dempster Printing Building). The existing four-story Dempster Printing Building, located at 447 Minna Street, would be rehabilitated to accommodate 12,000 gsf of office uses (refer to Building N-3 in **Figure 4**). Renovation would include alterations to the interior of the structure and potentially the exterior envelope (in the form of additional or modified entries). No vertical addition to the structure is proposed.

Primarily Residential Buildings

The proposed project would result in the development of approximately 748 residential units (for-sale and/or rental) comprising 552,800 gsf in two buildings – Buildings M-2 (which would contain 260 units) and H-1 (which would contain 488 units). When this Initial Study was prepared, dwelling unit sizes for the residential buildings had not yet been established; however, the overall unit mix for the project site

would be approximately 524 (70 percent) studios and one-bedroom units and approximately 224 (30 percent) two-bedroom units. The proposed project would be subject to compliance with the Inclusionary Housing requirements of Planning Code Section 415, which require the provision of affordable units and/or the payment of in-lieu fees for the development of affordable housing. The proposed primarily residential buildings are depicted in **Figures 4, 10, and 11** and are described below.

Building M-2. Proposed Building M-2, located west of Building M-1 (Chronicle Building) along Mission Street, would be an approximately 16-story, 165-foot-tall, 204,800 gsf building with approximately 192,000 gsf of residential space above approximately 12,800 gsf of active ground floor retail/office/educational/cultural space. The building would include approximately 260 residential units. As previously noted, the composition of units for the two residential buildings (i.e., distribution by size [number of bedrooms]) has not been established.

Building H-1. Proposed Building H-1, located on the northwest quadrant of Fifth and Howard Streets, would be an approximately 38-story, 400-foot-tall, 373,000 gsf building with 360,800 gsf of residential space above 12,200 gsf of active ground floor retail/office/educational/cultural space. The building would include approximately 488 units. As previously described, the composition of units for the two residential buildings has not been established.

Arts, Cultural and Educational Building

Building N-2. Building N-2, located to the west of Building N-1 and east of the central segment of Mary Street, would be an approximately three-story, 55-foot-tall, 18,200 gsf building. This building would contain multi-use arts/cultural/education uses.

Publicly Accessible Open Space

The project would create both passive open spaces and activated, central gathering spaces for residents, employees, and the public.[6] As shown in **Table 5** and in **Figure 13**, a total of approximately 34,000 square feet of privately-owned publicly accessible open space would be provided in two main locations on the project site: a court between Minna and Natoma Streets (Mary Court), and open space on the roof of Building M-1 (Chronicle Rooftop). Mary Court would be publicly accessible at all times. In addition, open space would be provided within several smaller areas throughout the project site, as discussed below. The Chronicle Rooftop open space would be publicly accessible only during business hours, and accessible to tenants and residents between approximately 8:00 a.m. and 10:00 p.m.

Table 5: Proposed Publicly Accessible Open Space

Proposed Open Space	Approximate Gross Square Footage
Chronicle Rooftop	22,000
Mary Court	9,750
Mary Street Pedestrian Enhancement/Open Space	2,250
Total	**34,000**

Source: Forest City Enterprises, 2013.

The proposed project would also result in adjustments to the on-site circulation pattern (and associated underground utilities), including vacation of Mary Street between Minna and Natoma Streets and re-alignment of the segment of Mary Street along the western boundary of the site, and conversion of Mary Street between Mission and Minna Streets to a pedestrian-only alley. The Natoma Street segment east of its intersection with Mary Street and the relocated portion of Mary Street between Minna and Natoma Streets would be converted to shared public ways.[7] Open space

[6] The proposed Fifth/Mission Special Use District (SUD) for the project site would modify the "same-lot" limitation in Planning Code Section 135 to allow larger, concentrated open space areas at two main locations within the project site (Chronicle Rooftop and Mary Court) to provide required open space for buildings on the entire project site, rather than lot-by-lot creation of open space. The SUD would also provide that if the proposed project is constructed in phases, sufficient open space would be built in each phase to meet Planning Code requirements for open space for each phase.

[7] Per the *San Francisco Better Streets Plan*, shared public ways are defined as streets "designed along a single plane (i.e., typically the sidewalk-level grade) that share space among pedestrians, bicycles, and vehicles." Shared public ways are designed first to accommodate pedestrian use, but also accommodate small numbers of

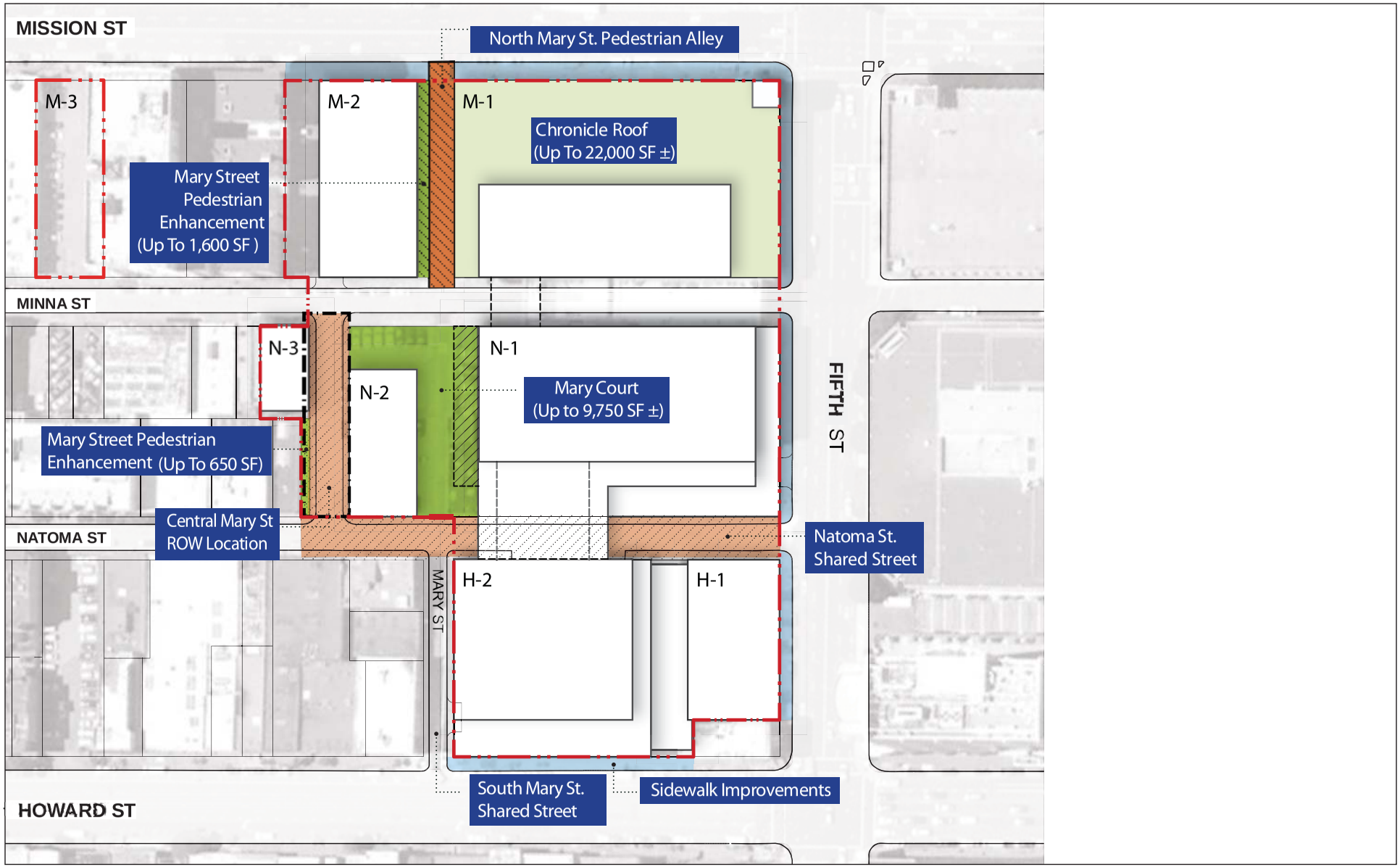
proposed as part of the project would also include landscaping along the segment of Mary Street between Mission and Minna Streets, and the relocated segment of Mary Street between Minna and Natoma Streets.

The proposed public open spaces would be integrated with interior streets and shared public ways redesigned to improve pedestrian access and connectivity to and within the project site. These open spaces are also intended to extend centralized open space (Mary Court) to the edges of the site. The interior streets would serve multiple purposes, and could be used for café seating, pedestrian travel, and exhibits.

Mary Court. Mary Court would serve as the proposed project's central public space and would be created by vacating the existing Mary Street segment between Minna and Natoma Streets and replacing it with 9,750 square feet of open space. Mary Court would be privately-owned, but publicly accessible. A portion of Building N-1 would cantilever over Mary Court. Mary Court could accommodate events, workshops, and speaker series, hosted in part by adjacent tenants, as well as less formal interactions among residents, employees, and the public.

In addition, as part of the existing right-of-way acquisition and vacation, a new Mary Street right-of-way (refer to **Figures 13 and 14**) would be dedicated to the City approximately 75 feet west of the existing right-of-way to accommodate vehicular and bicycle circulation. The new segment of Mary Street would thus be off-set from the existing segments of Mary Street between Mission and Minna Streets, and Natoma and Howard Streets. The replacement street segment would be 32 feet wide, include 5-foot sidewalks on both sides, and include one lane each for northbound and southbound traffic. A 650-square-foot band of landscaping (part of the Mary Street Pedestrian Enhancement/Open Space) would be established on the west side of the re-aligned right-of-way.

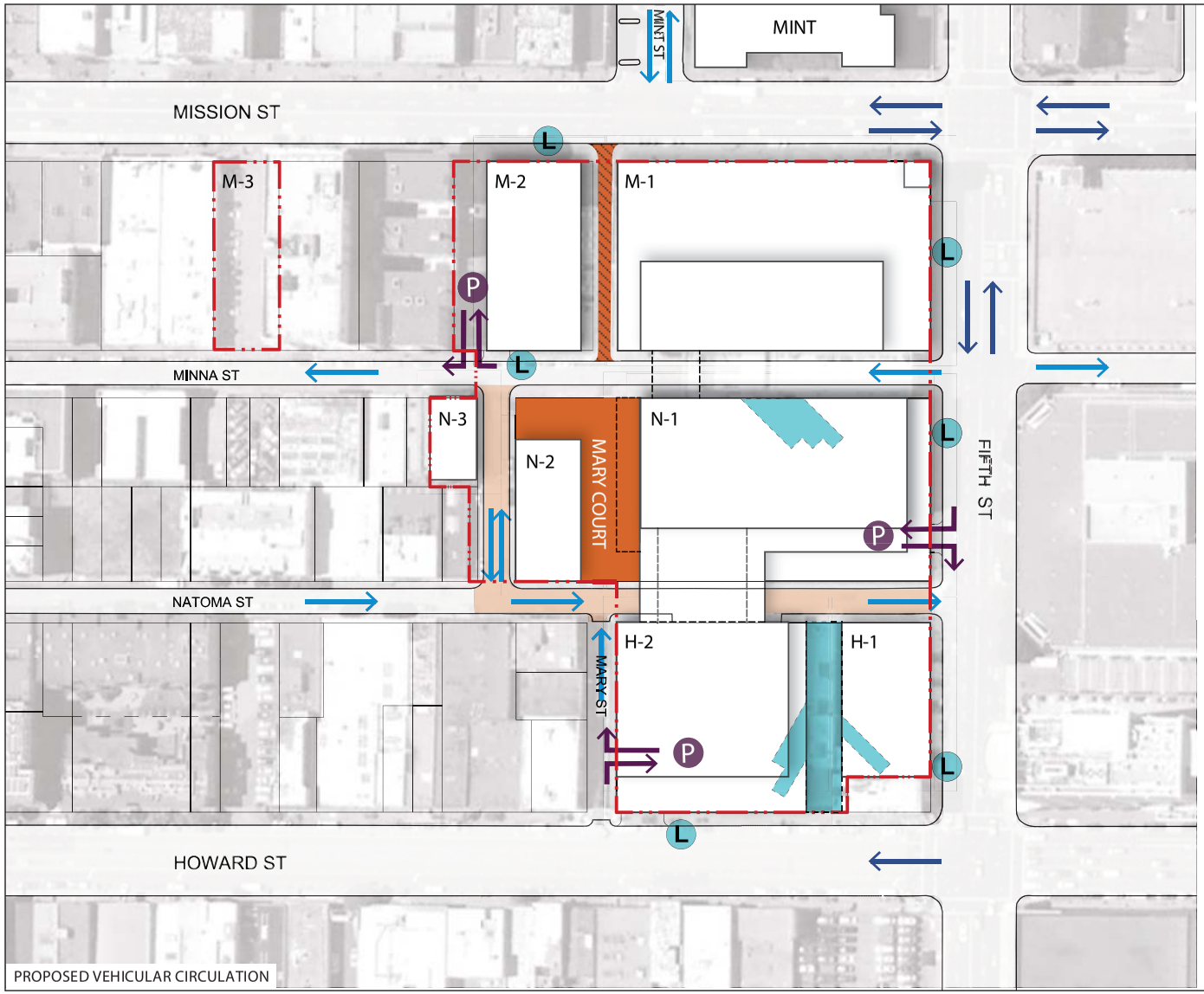
vehicles at low speeds. On a shared street, different travel modes use the roadway simultaneously, but speeds are slow and design features are incorporated to prioritize pedestrian travel. San Francisco Planning Department, *San Francisco Better Streets Plan,* 2010. This document is available for review at www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_*Plan* (accessed October 31, 2012).

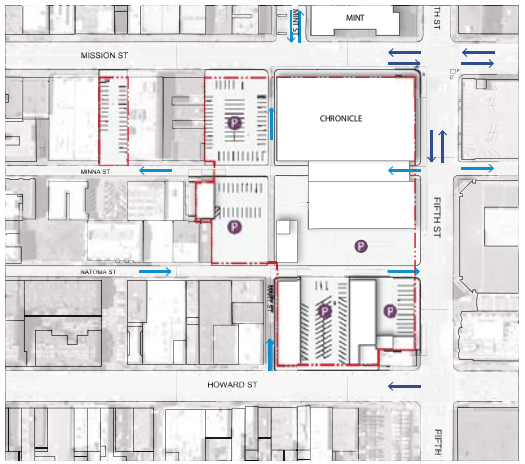


SOURCE: FOREST CITY, JANUARY 2013.

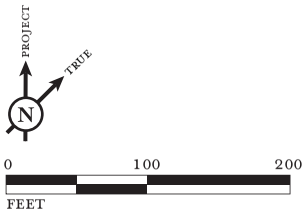
FIGURE 13

5M Project Initial Study
Public Space





EXISTING VEHICULAR CIRCULATION



LEGEND

- PEDESTRIAN ONLY
- PEDESTRIAN / EMERGENCY VEHICLE ONLY
- PEDESTRIAN PRIORITY (SHARED STREETS)
- MAJOR STREETS
- ALLEYS
- PARKING ACCESS
- P PARKING
- PROJECT BOUNDARY
- DIRECTION OF TRAVEL
- OFF-STREET LOADING
- L ON-STREET LOADING

SOURCE: FOREST CITY, JANUARY 2013.

FIGURE 14

5M Project Initial Study

Existing and Proposed Vehicular Circulation

Mary Street Pedestrian Alleyway. As shown in **Figure 15**, Mary Street between Mission and Minna Streets would be converted to a pedestrian-only alleyway (with emergency vehicle access). A 1,600-square-foot band of landscaping (part of the Mary Street Pedestrian Enhancement/Open Space) would be established on the west side of the alleyway. Sidewalks along exterior streets are shown conceptually in **Figure 13**. Refer to Plans and Policies for additional information.

Chronicle Rooftop. Approximately 22,000 square feet of publicly-accessible private open space would be developed on the existing Chronicle Building rooftop (i.e., adjacent to the two-story roof addition included as part of the proposed project). The Chronicle Rooftop would be privately-owned, but publicly-accessible. The Chronicle Rooftop open space would be publicly accessible only during business hours, though accessible to project tenants and residents at all times. Access to the Chronicle Rooftop would be provided externally and internally to Building M-1 (Chronicle Building), pending a feasibility study by the project sponsor.

Residents and Employees

The numbers of current and expected new employees and residents at the proposed project are shown in **Table 6**. According to the project sponsor, there are currently approximately 1,555 full-time equivalent employees (FTEs) on the project site. Upon project implementation, the project sponsor anticipates that approximately 5,790 FTE employees would work on the project site, an increase of approximately 4,235 employees. The project's projected employee count is based on project sponsor assumptions related to the expected employee density of the site's proposed commercial space.[8] The count reflects a weighted average employee density across different types of collaborative and independent work spaces. Densities would range between 160 and 275 square feet per employee.

[8] Economic Planning Systems, *5M Project Fiscal Impact Analysis*, *Table B-2, Daytime Population Estimate*, November 11, 2011. This document is available for review at the Planning Department in Case File No. 2011.0409E.

Table 6: Existing and Projected Employees and Residents

	Existing	Proposed	Net New
Employees	1,555	5,790	4,235
Residents	0	1,721	1,721

Sources: Forest City Enterprises and Economic and Planning Systems, 2011.

No persons currently live on the project site. After implementation of the project, approximately 1,721 residents would be expected to live on the site, based on an average household size of 2.28 persons.[9]

Access, Circulation and Parking

Existing and proposed vehicular access in and adjacent to the project site is shown on **Figure 14**, and the location and configuration of the proposed three-level subterranean parking garage are shown on **Figures 5a and 5b**.

Primary changes to the site's vehicular circulation patterns would occur on Mary Street. The northern segment of existing Mary Street, between Mission and Minna Streets, would be closed to vehicular traffic (except emergency vehicle access) and converted to a pedestrian alleyway. The existing Mary Street right-of-way between Minna and Natoma Streets would be vacated, and a new two-lane, bi-directional roadway segment would be established approximately 75 feet west of the existing right-of-way. The roadway segment would be 32 feet in width and would contain 5-foot sidewalks on both sides. The south segment of Mary Street, between Natoma and Howard Streets, would be converted to a shared public way, which would permit different travel modes to use the segment simultaneously, but with slow speeds and design features incorporated to prioritize pedestrian travel. Pedestrian circulation is shown in **Figure 15**. Wherever possible, interior street segments would be converted to shared public ways.

[9] Ibid.

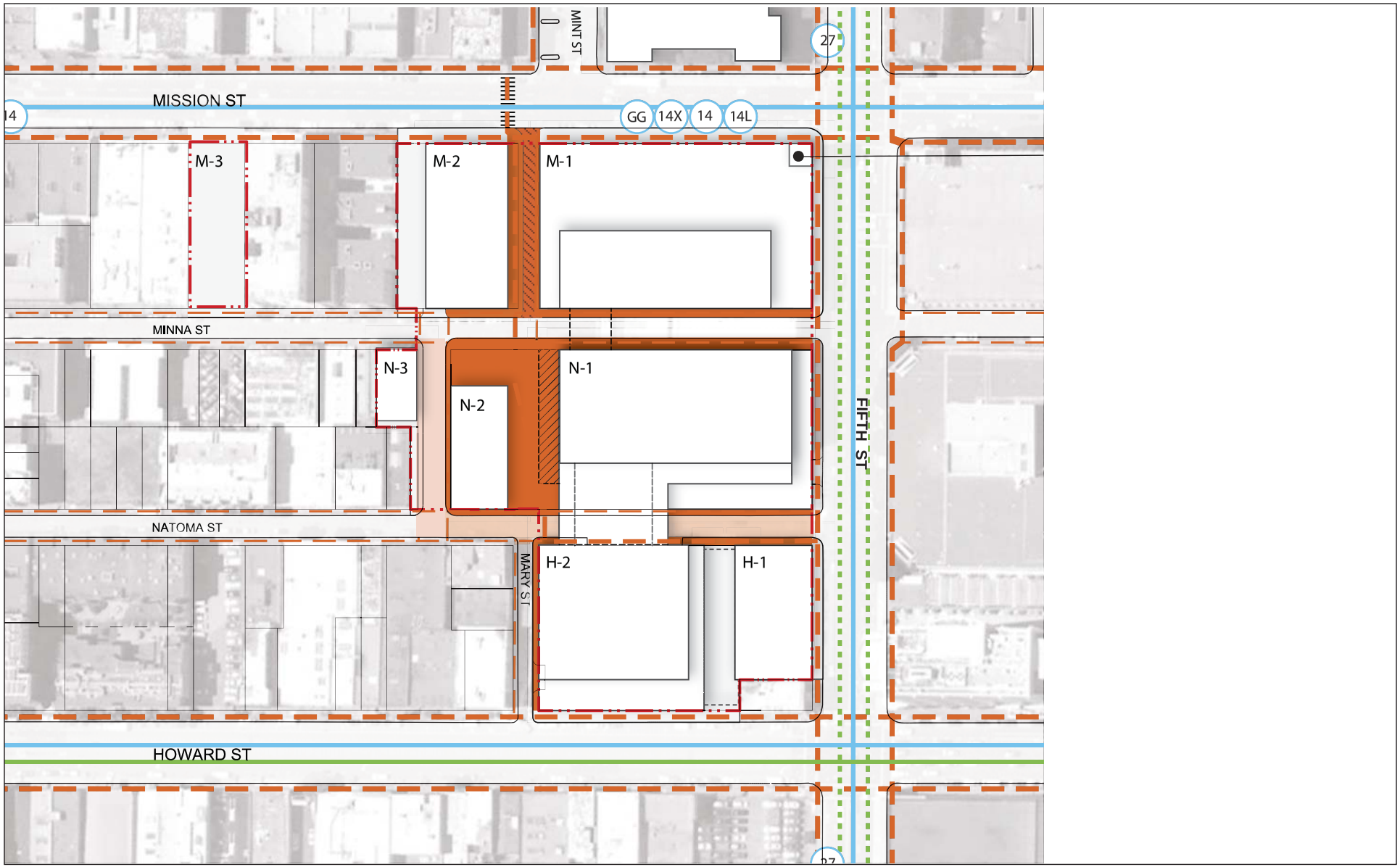


FIGURE 15

SOURCE: FOREST CITY, JANUARY 2013.

5M Project Initial Study
Pedestrian Circulation

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Main vehicular access to the proposed subterranean parking garage would be provided in the following three locations: 1) via Fifth Street (Building N-1), near the intersection of Fifth and Natoma Streets; 2) via Mary Street (Building H-2), near the intersection of Howard and Mary Streets; and 3) via Minna Street (Building M-2), near the intersection with the newly aligned Mary Street. **Figure 14** shows the location of these access points.

The project site currently contains surface parking lots across 12 parcels with a total of approximately 256 parking spaces accessed from Mission, Minna, Mary, Natoma, Howard, and Fifth Streets. The existing surface parking lots would be eliminated and the space would be developed with the proposed project. The proposed project would provide a maximum of 888 spaces in a subterranean parking garage. Parking would be shared by all buildings on the site, in accordance with accessory parking controls proposed in the SUD. This parking garage, which is shown in **Figures 5a and 5b**, is described below.

Parking – Buildings M-1 and M-2. Building M-2 would include up to three floors of subterranean parking that would be accessed from Minna Street through two drive aisles, one entering and one exiting onto westbound Minna Street.[10] In addition, the subterranean parking levels under Building M-2 would provide access to parking spaces that would be provided in the existing one-floor basement of Building M-1 (Chronicle Building) through a connection between the two structures under Mary Street. Parking for the Chronicle Building would be provided in the existing basement of the Chronicle Building and beneath Building M-2. A total of 163 spaces would be provided under Buildings M-1 (Chronicle Building) and M-2.

[10] As part of project approvals, the Planning Commission would consider adoption of a special use district, the Fifth and Mission SUD, which would be coterminous with the project site. The SUD would address inconsistencies with current Planning Code provisions and would include a companion D4D document that would also be considered for approval by the Planning Commission. The D4D document would articulate in greater detail the design of project in order to regulate the physical characteristics of proposed development on the site and would be required if the project would not otherwise be subject to existing Planning Code controls (or to provide detail not in the SUD). The SUD and D4D document would establish project-wide parking requirements and limitations that permit basement parking to be shared by all project buildings. The proposed project would include approximately 888 vehicle parking spaces (632 net new spaces) within the shared subterranean parking area.

Parking – Buildings N-1, H-1, and H-2. Buildings N-1, H-1, and H-2 would include three floors of subterranean parking spaces (725 spaces). The parking in these buildings would also provide parking for users of Building M-1 (Chronicle Building), Building N-2, and Building N-3, when additional parking for those buildings is required. Primary access would be provided at Building H-2 through two drive aisles (one for ingress and one for egress) entering and exiting onto the southern segment of Mary Street,[11] and at Building N-1 through two drive aisles, one entering and one exiting onto southbound Fifth Street.

The two main parking areas (beneath M-1/M-2 and N-1/H-1/H-2) are proposed to be connected through expansion of an existing subterranean connection between the Chronicle and Examiner Buildings.

Bicycle Parking. The proposed project would provide approximately 270 bicycle parking spaces within the subterranean parking areas and in other locations on the project site. The proposed project would include a minimum of 230 Class 1 bicycle parking facilities and up to 40 Class 2 bicycle racks.[12]

Loading. The proposed project would provide surface loading zones throughout the project site. Primary off-street loading would occur at Building N-1 via Minna Street and between Buildings H-1 and H-2, between Howard and Natoma Streets.[13] Limited surface loading zones on the perimeter streets may be provided to accommodate tenant needs. Service delivery vehicles would also have access to subterranean loading zones. Primary access is proposed through access to the parking facilities via the Fifth and Mary Street entrances/exits.

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[11] The proposed drive aisles would consolidate garage access, eliminating existing curb cuts. Proposed curb cuts for drive aisles are 24 feet on Mary, Fifth, and Minna Streets (at Building M-2).

[12] Per *San Francisco Planning Code Section 155.1, Bicycle Parking Requirement for City-owned and Leased Buildings*, Class 1 bicycle parking facilities are those that protect the entire bicycle and accessories against theft and inclement weather. Examples of Class 1 facilities include lockers, check-in facilities, monitored parking, restricted access parking, and personal storage. Class 2 bicycle racks permit the bicycle frame and one wheel to be locked to the rack (with one u-shaped lock), and provide support to bicycles without damage to the wheels, frame, or components.

[13] Curb cuts for loading would be consolidated to 54 feet on Minna Street at Building N-1 and 30 feet each on Natoma and Howard Streets between Buildings H-1 and H-2.

Architecture and Design

The current conceptual massing of the proposed project is characterized by a range of building forms and heights with a continuum of floorplate sizes, with building mass concentrated on Fifth Street in Buildings N-1 and H-1. The design details of individual structures would be identified as the project evolves, and would be subject to development controls established in the SUD and design development review by the City, under the proposed project's D4D. The SUD would include development standards for land uses, maximum allowable development, streetwall, setbacks, height, building separation and bulk and massing controls, parks and open space, parking, and loading. The proposed D4D would contain specific design guidelines for buildings, streetscape and open space, and other design regulations that would guide development of the proposed commercial, residential, retail, arts, and open space uses. Individual structures would be designed by to-be-selected design firms. When such designs are submitted, they would be subject to further development review by the City, in accordance with the proposed project's D4D.

Construction and Phasing

As shown in **Figure 4**, the proposed project is anticipated to be constructed in two phases, although they could occur at the same time or overlap. Phase 1 would include the following five components:

- Demolition of three existing buildings located at 910, 912, and 924–926 Howard Street;
- Construction of Building M-2;
- Construction of Building H-2;
- Renovation of the interior layout of Building M-1 (Chronicle Building) and construction of the two-story addition; and
- Renovation and rehabilitation of Building N-3 (Dempster Printing Building).

Phase 1 is anticipated to begin in 2015 and extend over 48 months.

Phase 2 would include:

- Demolition of the existing Examiner Building at 110 Fifth Street, the existing two-story pedestrian connector between the Chronicle and Examiner Buildings, the existing Camelline Building at 430 Natoma Street, and the existing building at 190 Fifth Street;
- Construction of Building N-1;
- Construction of Building H-1; and
- Construction of Building N-2.

Phase 2 is anticipated to begin in 2018.

Depending on tenant demand and related factors, the project sponsor may proceed with construction of the proposed project in a single phase. Therefore, the environmental review for the proposed project analyzes a two-phase and single-phase construction schedule where necessary to ensure that all potential environmental impacts of the proposed project are analyzed.

B. PROJECT SETTING

Project

The project site is located in the southwest quadrant of Fifth and Mission Streets in the SOMA neighborhood in San Francisco. The approximately 4-acre, 23-parcel project site is flat and developed with seven surface parking lots and the following eight buildings: 1) the three-story Chronicle Building (901–933 Mission Street), plus a five-story clock tower located at its northeast corner; 2) the three-story Examiner Building (110 Fifth Street); 3) the four-story Dempster Printing Building (447–449 Minna Street); 4) the two-story Camelline Building (430 Natoma Street), plus a partial third story at the northwest corner of the building; 5) the two-story Zihn Building (190 Fifth Street); 6) the two-story J.M. Kepner Building (910 Howard Street); 7) a three-story light industrial building (924–926 Howard Street); and 8) a one-story industrial building (912 Howard Street). Please refer to **Figure 2** for photographs of the project site, **Table 1** for additional information on building size, use, and date of construction, and **Table 7** for each of the building's zoning, height, and bulk designations. See **Figures 16 and 17** for a map of zoning and height/bulk regulations in and around the project site.

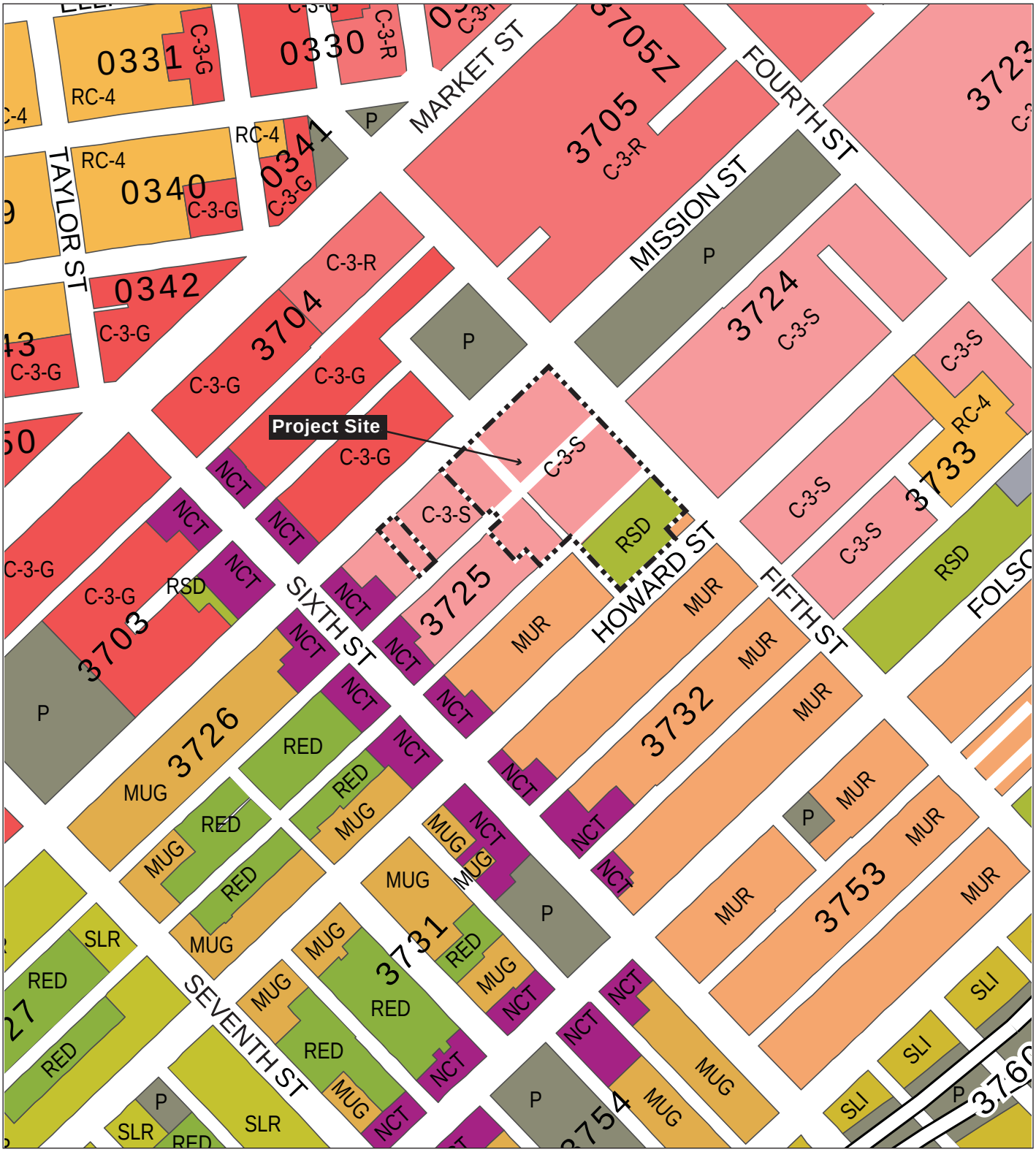

FIGURE 16

5M Project Initial Study
Zoning Map

SOURCES: CITY & COUNTY OF SAN FRANCISCO; LSA ASSOCIATES, INC., 2012.

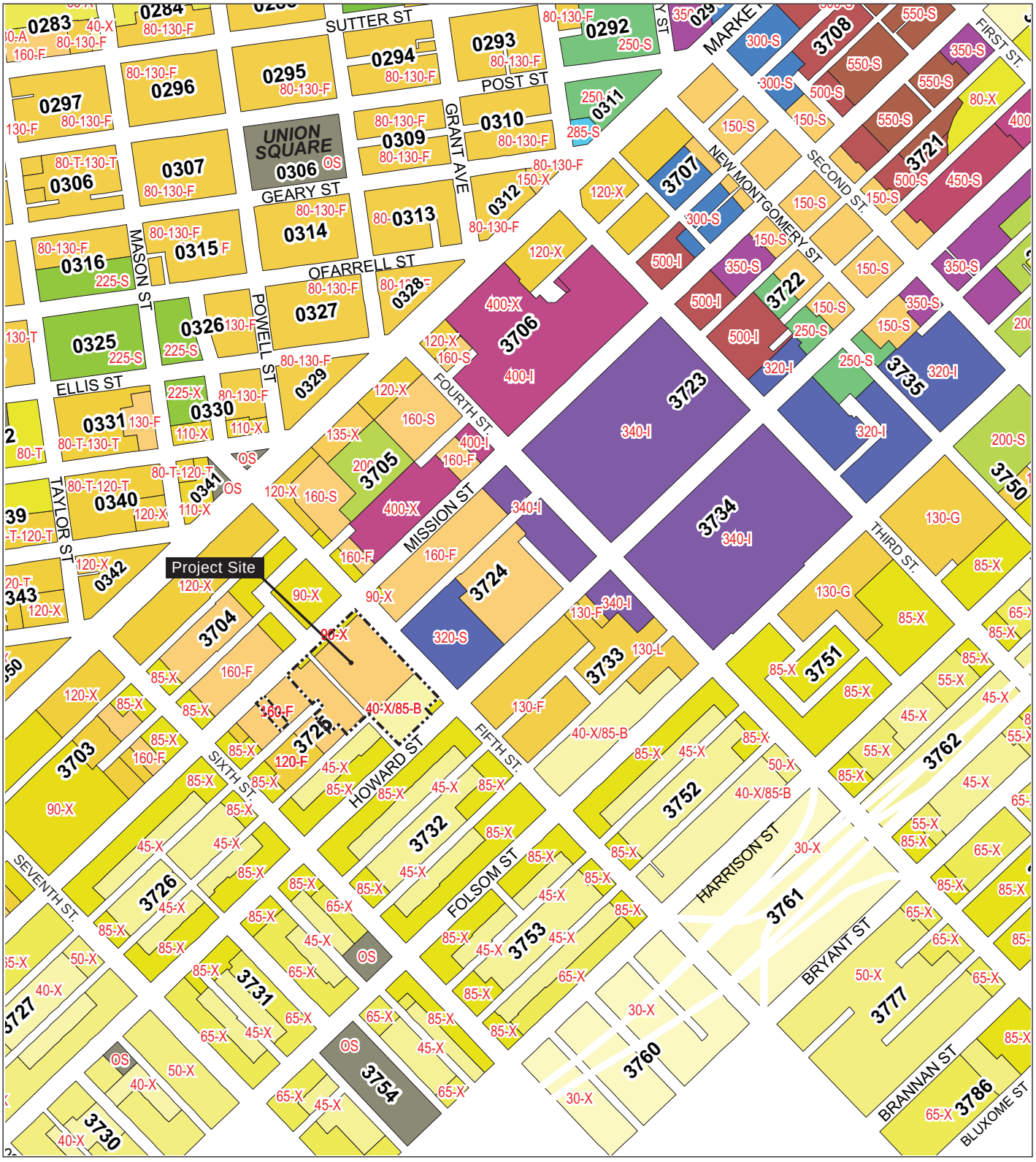

FIGURE 17

5M Project Initial Study

Height and Bulk Districts

SOURCES: CITY & COUNTY OF SAN FRANCISCO; LSA ASSOCIATES, INC., 2012.

Table 7: Existing Building, Use District, and Height and Bulk Designations

Building Name and Address	Use District	Height and Bulk District
Chronicle Building (901–933 Mission Street)	C-3-S (Downtown Support)	160-F 90-X
Examiner Building (110 Fifth Street)	C-3-S (Downtown Support)	160-F
Camelline Building (430 Natoma Street)	C-3-S (Downtown Support)	160-F
Dempster Printing Building (447–449 Minna Street)	C-3-S (Downtown Support)	160-F
Zihn Building (190 Fifth Street)	RSD (Residential Services District)	40-X/85-B
J.M. Kepner Building (910 Howard Street)	RSD (Residential Services District)	40-X/85-B
TechShop Building (924–926 Howard Street)	RSD (Residential Services District)	40-X/85-B
Vacant Industrial Building (912 Howard Street)	RSD (Residential Services District)	40-X/85-B

Source: City and County of San Francisco, 2011.

The segment of Mission Street adjacent to the project site is 80 feet in width and contains 12-foot-wide sidewalks on the northern side and 15-foot-wide sidewalks on the southern side. The segment of Fifth Street adjacent to the site is 85 feet in width and contains 10-foot-wide sidewalks on the eastern side and 13-foot-wide sidewalks on the western side. Howard Street adjacent to the site is 82 feet in width and contains 12-foot-wide sidewalks on the northern side and 12-foot-wide sidewalks on the southern side. Minna Street is 40 feet in width, and contains 9-foot-wide sidewalks on the northern side and 11-foot-wide sidewalks on the southern side. Natoma Street is 35 feet in width, and contains 6-foot-wide sidewalks on the northern side and 8-foot-wide sidewalks on the southern side. Mary Street, parallel to Fifth Street, is 20 feet in width and contains 4-foot-wide sidewalks on both sides, and per Planning Code Section 102.1, is an alley.[14]

Land uses in the vicinity of the site include hotel, retail, office, residential, convention, parking, and public facilities uses that typify Downtown San Francisco and its immediate surroundings in the SOMA neighborhood. North of the site, across Mission Street, land uses include those associated with the Old U.S. Mint Building (a National Historic landmark that is listed on the National Register of

[14] All measurements are approximate and rounded to the nearest foot.

Historic Places) and Mint Plaza, including a pedestrian plaza, restaurants, cafes, and a multi-use performance venue, and the two-story S.F. Provident Loan Association building (considered a Significant Building for historical resource evaluation purposes). East of the project site, across Fifth Street, land uses include a seven-story parking garage, an office building, and the 32-story Intercontinental San Francisco Hotel. South of the project site, across Howard Street, land uses include a parking lot and one- to three-story mixed-use buildings. West of the site, adjacent to the Dempster Printing Building, land uses include one-to two-story light industrial-type buildings.

Major structures near the site include: the Intercontinental San Francisco Hotel (888 Howard Street); the Fifth and Mission Garage (833 Mission Street); the Hotel Pickwick (85 Fifth Street); Westfield Mall (865 Market Street); Moscone Center West (800 Howard Street); and the Old U.S. Mint Building (at Fifth and Mission Streets). Parks and recreational spaces in the vicinity of the project site include Mint Plaza (located directly across Mission Street from the site), Hallidie Plaza (0.1 mile to the north of the site), Boeddeker Park (0.4 mile to the northwest of the site), Gene Friend Recreation Center Park (0.4 mile to the southwest of the site), Victoria Manalo Draves Park (0.5 mile to the southwest of the site), and Union Square (0.5 mile to the northeast of the site). Yerba Buena Gardens is located 0.3 mile to the east of the site and contains hotel, office, retail, convention, cultural, and public open space uses.

Cumulative Setting[15]

The project site is located in an area where a number of future projects are reasonably foreseeable. **Table 8** summarizes major planned projects known to the Planning Department in 2012 that are generally within approximately 0.5-mile radius surrounding the site (the radius within which impacts of reasonably foreseeable future projects that may combine with project impacts to result in cumulative impacts).

[15] The EIR will include an analysis of the potential impacts of the proposed project in the context of general City-wide population growth anticipated to occur in the foreseeable future, as well as development associated with the implementation of plans such as the proposed Central Corridor Plan.

Table 8: Reasonably Foreseeable Projects in the Site Vicinity

Case Number	Address	Project Summary
2012.0032C	100 Van Ness Avenue	Change of use from office to multi-family residential and renovation of the interior to create 399 multi-family dwelling units.
2011.0702E	101 Polk Street	Construction of a 14-story, 163-unit residential building with 52 sub-grade parking spaces on an existing surface parking lot.
2008.1084E	706 Mission Street	Partial demolition and rehabilitation of Arson Mercantile Building into a new 42-story, 500-foot-tall building containing 185 dwelling units, retail space, and a 36,560-square-foot Mexican Museum. Project also includes purchase of adjacent Jessie Square Garage and approximately 260 of its parking spaces.
2011.0038E	250 Fourth Street	Demolition of an existing three-story office building and construction of a hotel with 220-guest bedrooms that would contain 78,000 square feet and be 119 feet tall.
2005.0759E	725 Harrison Street	Demolition of 141,600 square feet of improvements on six lots and construction of 572 new residential units, 10,000 square feet of retail/ commercial space, and 656 parking spaces. Project would encompass six buildings, up to 85 feet in height, totaling 791,800 gsf.
2006.0444E	397 Fifth Street	Demolition of two existing buildings and surface parking lot and new construction of 24 residential units, 5,110 square feet of retail space, and 19 parking spaces. The new structure would be approximately 40 feet in height and four stories, and would contain 37,027 gsf.
2006.0679E	205 Shipley Street	Demolition of two existing commercial buildings and construction of a four-story, residential over commercial building, containing 51 residential units, 41 parking spaces, and 6,000 square feet of commercial space.
2009.0291E	935 Folsom Street	Demolition of an existing industrial building, site subdivision, and construction of both a 14,400 gsf, 13-unit residential building with 13 tandem off-street parking spaces and a 15,000 gsf City-owned Fire Station with 10 off-street parking spaces. The proposed Fire Station would be a replacement for Station 1 (676 Howard Street) that is scheduled for demolition under the SFMOMA expansion project (2009.0291E).
2005.0424E	465 Tehama Street	Construction of two four-story residential buildings on a to-be-subdivided lot with a 13-unit building fronting Tehama Street and a 12-unit building fronting Clementina Street.
2011.0119E	214 Sixth Street	Demolition of an existing 144-room hotel building and construction of a new mixed-use building with 56 affordable dwelling units, approximately 3,074 square feet of retail space, and 15 off-street parking spaces.
2011.0586E	363 Sixth Street	Demolition of an existing 12,396-square-foot industrial building and construction of an 8-story, 85-foot-tall mixed-use building. The proposed new building would include 64 dwelling units, 30 parking spaces, and 2,332 square feet of commercial space along Sixth Street.
2004.0588E	255 Seventh Street	Demolition of two buildings and construction of an affordable housing project with 49 dwelling units, 47 off-street parking spaces, and approximately 20,000 gsf to be used for an outpatient health clinic.
2007.1035E	350 Eighth Street	Seven-building mixed-use development containing 416 rental dwelling units in 384,000 square feet of building space, with 50,000 square feet of retail space, 8,700 square feet of industrial studio space, and 409 parking spaces below-ground on the site of the SOMA bus yard.
2005.1074E	935–965 Market Street	Demolition of three buildings and construction of a five buildings comprising 375,000 square feet of commercial and parking space.

Note: The projects in this table are ones for which the Planning Department has received Environmental Evaluation or similar applications. These projects are ones which may combine with the project to result in cumulatively considerable effects that will be discussed in the EIR as applicable.

Source: San Francisco Planning Department, 2012.

PROJECT APPROVALS

The proposed project would require the following approvals (by the designated authorities):

Planning Commission

- *General Plan* Referral for street vacation and exchange, and subdivision map approval.
- Certification of the EIR.
- Adoption of CEQA Findings.
- Recommendations to the Board of Supervisors to approve *General Plan*, Zoning Map, and Planning Code text amendments to create an SUD for the project site, to reclassify parcels with existing RSD zoning to the C-3-S District, and to allow changes in the height and bulk classifications.
- Determination that the proposed project is consistent with the *General Plan* (Section 101.1 Consistency findings)
- Planning Code Section 309 Determination of Compliance, including granting of exceptions and adoption of D4D (specific design guidelines) for the project site.
- Raising absolute cumulative shadow limits (joint action with Recreation and Park Commission) and related finding for shadow impacts under Planning Code Section 295.
- Authorization of office space under Proposition M of the Planning Code.

Historic Preservation Commission

- Permit to Alter (Planning Code Article 11) for modifications at Dempster Printing Building.

Department of Public Works

- Street Vacation of Mary Street.
- Approval of mergers and tentative subdivisions.
- Endorsement of Major Encroachment Permits.

- Endorsement of Sidewalk Widening legislation.
- Street Tree Removal authorization.

Building Inspection Commission

- Approval of site or building permits.

San Francisco Municipal Transportation Agency

- Approval of directional changes for Mary Street and pedestrian-only segments of Mary Street.

Board of Supervisors

- Approval of *General Plan*, Zoning Map, Planning Code, and Subdivision Code text amendments.
- Street Vacation Authorization and Transfer Agreement Approval.
- Approval of Major Encroachment Permit(s).
- Approval of Sidewalk Widening Legislation.

The project sponsor proposes that the Planning Commission and Board of Supervisors adopt a special use district, the Fifth/Mission SUD, which would be conterminous with the project site. The SUD, which would require approval by the Planning Commission and Board of Supervisors, would establish development controls for the project site. The SUD would include development standards for land uses, maximum allowable development, streetwall, setbacks, height, building separation and bulk and massing controls, parks and open space, parking, and loading. The proposed D4D would contain specific design guidelines for buildings, streetscape, and open space, and other design regulations that would guide development of the proposed commercial, residential, retail, arts, and open space uses. The D4D would specify review procedures for compliance with its guidelines, and would also specify a range of permitted uses for the ground floor of the proposed project designed to activate the ground level.

Amendments to the City's *General Plan* and Planning Code would be proposed to implement the Fifth/Mission SUD. See Section C, Compatibility with Existing Zoning and Plans for additional detail. Specifically, the SUD proposes amendments to existing code provisions at the project site relating to:

- Floor Area Ratio (FAR)
- Upper Level Setbacks for Buildings H-1 and M-2
- Residential Open Space Requirements (to permit site-wide location of required open space and standards to permit Mary Court and the Chronicle Rooftop to be considered residential open space)
- Off-Street Parking (to permit calculation of parking limits on a site-wide basis)
- Off-Street Loading
- Height and Bulk, including base and above base dimensions
- Ground floor land uses

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☒	☐

SAN FRANCISCO PLANNING CODE

The San Francisco Planning Code (Planning Code), which incorporates the City's Zoning Maps, implements the *General Plan* and governs permitted uses, densities, and configurations of buildings within the City. Permits to construct new buildings (or to alter and demolish existing ones) may not be issued unless: 1) the proposed project conforms to the Planning Code; 2) allowable exceptions are granted pursuant to provisions of the Planning Code; or 3) amendments to the Planning Code are included as part of the proposed project.

The following section discusses the land use districts and use, bulk, and height regulations associated with the project site, illustrated on **Figures 16 and 17**. Currently, the project site is located within two different use districts. The majority of the site, including the northern and central portions, is in the C-3-S (Downtown Support District): the Chronicle (901–933 Mission Street), Examiner (110 Fifth Street), Camelline (430 Natoma Street), and Dempster Printing (447–449 Minna Street) Buildings. The remaining southern portion of the site is within the RSD (Residential Services District): Zihn (190 Fifth Street) and J.M. Kepner (910 Howard Street) Buildings, TechShop (924–926 Howard Street), and a vacant industrial building (912 Howard Street).

The C-3-S (Downtown Support) District is intended to encourage and support the growth of Downtown San Francisco as a business and employment center that is dense and located in close proximity to transit. According to Section 210.3 of the Planning Code, the District "accommodates important supporting functions such as wholesaling, printing, building services, and secondary office space. It also contains unique housing resources."

The RSD (Residential Services District) is intended to serve as a housing opportunity area within the SOMA Mixed Used Districts. According to Section 815 of the Planning Code, the District controls are "intended to facilitate the development of high-density, mid-rise housing, including residential hotels and live/work units, while also encouraging the expansion of retail, business service and commercial and cultural arts activities. Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged."

The site is located in three height and bulk districts (see **Figure 17**). With the exception of the northernmost portion of the Chronicle Building fronting Mission Street, which is within the 90-X Height and Bulk District (establishing a 90-foot height limit), the northern and central portions of the project site are within the 160-F Height and Bulk District (establishing a 160-foot height limit, with limitations on maximum dimensions above 80 feet). The southern portion of the site is within the 40-X/85-B Height and Bulk District (establishing an 85-foot height limit, with a base height of 40 feet).

The project sponsor proposes, subject to affirmative Planning Commission recommendation and Board of Supervisors approval, the Fifth/Mission SUD, which would be conterminous with the project site and provide specific modifications to address the proposed project's inconsistency with certain current Planning Code provisions. The SUD would include development standards for land uses, maximum allowable development, streetwall, setbacks, height, building separation and bulk and massing controls, parks and open space, parking, and loading. The proposed D4D would contain specific design guidelines for buildings, streetscape and open space, and other design regulations that would guide development of the proposed commercial, residential, retail, arts, and open space uses. The D4D would specify review procedures for compliance with its guidelines and would also specify a range of permitted office uses for the ground floor of the proposed project to promote activation of the ground floor area.

The EIR will include a review of the applicable provisions of the Planning Code with the proposed Fifth/Mission SUD, and identify potential conflicts that may result in adverse physical impacts. The EIR will also identify potential conflicts between the proposed project's land uses and existing land use controls that could result in potential environmental impacts.

PLANS AND POLICIES

San Francisco General Plan

In addition to the Planning Code and zoning regulations, the project site is subject to the *San Francisco General Plan* (*General Plan*). The *General Plan* provides general policies and objectives to guide land use decisions in the City. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environment issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of that review process would not alter the physical environmental effects of the proposed project. The EIR will identify potential conflicts between the proposed project and related *General Plan* policies that could potentially result in environmental impacts, if applicable. Those applicable policies in the *General Plan* are discussed in the following pages.

The Commerce and Industry Element of the *General Plan*, which will also be discussed in more detail in the EIR, addresses the broad range of economic activities, facilities, and support systems that constitute San Francisco's employment and service base. The Commerce and Industry Element seeks to promote continued economic vitality, social equity, and environmental quality. Objective 6 of the Commerce and Industry Element seeks to maintain and strengthen neighborhood commercial areas that are easily accessible to City residents.

The Urban Design Element of the *General Plan*, which will be discussed in more detail in the EIR, focuses on the physical character and order of the city, and is concerned both with development and preservation. Objective 3 of the Urban Design Element seeks to ensure that major new development complements existing land use patterns, protects important natural resources, and preserves neighborhood character. The EIR will include a review of the proposed project in light of *General Plan* Urban Design policies and identify possible conflicts that could result in environmental impacts, if applicable.

Downtown Area Plan

The project site is located in the Downtown Area Plan. The Plan area is irregularly shaped, generally bounded by Washington Street on the northeast; The Embarcadero on the east; Folsom Street on the south; and Van Ness Avenue on the northwest. The Downtown Area Plan was designed to promote development in Downtown that sustains the neighborhood as a commercial, employment, and visitor center while protecting the area's existing housing stock. The Downtown Area Plan places particular emphasis on reducing the use of private vehicles in favor of enhancing travel by bicycle, foot, and public transit. The Plan also promotes the development of different kinds of open space throughout Downtown, including a series of linked spaces around the high-density Downtown core. The EIR will include a review of the proposed project in light of Downtown Area Plan policies and identify possible conflicts that could result in environmental impacts, if applicable.

South of Market Area Plan

The southern portion of the project site fronting Howard Street is located within the South of Market Area Plan, which is a part of the *San Francisco General Plan*. The Plan area is irregularly shaped,

generally bounded by Mission, Stevenson, and Natoma Streets on the north; Essex Street on the east; Townsend and Bryant Streets on the south, and Thirteenth Street on the west. The South of Market Area Plan contains a comprehensive analysis of the physical, social, cultural and economic conditions and forces within the area. The Plan identifies existing community characteristics, problems, and amenities, as well as the types of development pressures and market forces that may affect the South of Market area over a 20-year period (roughly from 1995 to 2015). The South of Market Area Plan includes recommendations intended to improve the area's physical environment and general neighborhood livability and is accompanied by zoning controls (Planning Code provisions) that set forth the rules for new development.

The primary goals of the South of Market Area Plan are to:

- Protect and facilitate the expansion of industrial, artisan, home, and business services, and neighborhood-serving retail and community service activities.
- Protect existing economic, social and cultural diversity.
- Preserve existing housing and encourage the development of new, affordable housing.
- Preserve existing amenities and improve neighborhood livability for South of Market residents, workers, and visitors.

The EIR will include a review of the proposed project in light of South of Market Area Plan policies and identify possible conflicts that would result in environmental impacts, if applicable.

East SoMa Area Plan

The project site is not located within the boundaries of the East SoMa Area Plan, but is adjacent to the Plan area. The Plan area is irregularly shaped and is generally bounded by Mission Street and Folsom Street on the north; The Embarcadero on the east; Townsend Street, Harrison Street, and Mission Creek Channel on the south; and Seventh Street and Fourth Street on the west. The East SoMa Area Plan is one of four neighborhood plans that were developed or updated as part of the Eastern Neighborhoods Rezoning and Area Plans planning effort. The Eastern Neighborhoods planning was designed to guide land use change within the Plan area in a way that would foster the development

of mixed-use neighborhoods while stabilizing the conversion of industrial land and encouraging the production of affordable housing.

Although this plan is not applicable to the project site because the project site is located outside the Plan area, the EIR will include a review of the proposed project in light of East SoMa Area Plan policies, for informational purposes, and identify possible conflicts that would result in environmental impacts, if applicable.

Western South of Market Community Plan

The project site is not located within the boundaries of the Western SoMa Community Plan, but is located in the vicinity of the Plan area. The Plan area is irregularly shaped and consists of two connected areas: one generally referred to as "north of Harrison Street," roughly bounded by Minna Street to the north, Thirteenth Street to the east, Bryant Street to the south, and Seventh Street to the west; and a second area, generally referred to as "south of Harrison Street," roughly bounded by Harrison Street to the north, Fourth Street to the east, Townsend Street to the south, and Seventh Street to the west. On December 6, 2012 the Planning Commission adopted the Western SoMa Community Plan. The Western SoMa Community Plan amended the Western SoMa SUD and implemented new planning policies and controls for land use, urban form, building height and design, the street network, and open space. In general, the goal of the Plan is to maintain the mixed-use character of the Plan area and preserve existing housing, while encouraging new residential and resident-serving uses (including affordable housing) within the proposed Residential Enclave Districts north of Harrison Street. Larger parcels south of Harrison Street would be targeted for local- and region-serving commercial uses.

Although this plan does not encompass the project site, the EIR will include a review of the proposed project in light of Western SoMa Community Plan policies, for informational purposes, and identify possible conflicts that would result in environmental impacts, if applicable.

Draft Central Corridor Plan

In 2011, the Planning Department initiated the Central Corridor Plan community planning effort, focused on the SOMA neighborhood areas adjacent to the Central Subway. The Central Subway is a project that would extend the existing Third Street rail line northward along the Fourth and Stockton Street corridors, providing rail service into Chinatown. The boundaries of the Plan area are not yet definitively mapped to include specific parcels, although for purposes of environmental review the study area is generally defined by Market Street to the north, Second Street to the east, Sixth Street to the west, and Townsend Street to the south. The area comprises about 32 city blocks and over 300 acres of land in SOMA. The focus of the Plan will be to integrate land use and transportation planning associated with the Central Subway fixed-rail alignment along the Fourth Street corridor.

The Planning Department is anticipated to formally initiate the Plan's environmental review in spring 2013. Although the Planning Department's current boundary for the Central Corridor Plan includes the project site, the proposed project's SUD and companion D4D would be the primary vehicle for rezoning and establishing development controls for the project site. To the extent that the Central Corridor Plan is available for public review, the EIR will include a review of the proposed project (including the proposed Fifth/Mission SUD) in light of Draft Central Corridor Plan policies and identify possible conflicts that would result in environmental impacts, if applicable.

PROPOSITION M, THE ACCOUNTABLE PLANNING INITIATIVE

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code to establish eight Priority Policies. These policies are: 1) preservation and enhancement of neighborhood-serving retail uses; 2) protection of neighborhood character; 3) preservation and enhancement of affordable housing; 4) discouragement of commuter automobiles; 5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; 6) maximization of earthquake preparedness; 7) landmark and historic building preservation; and 8) protection of open space. The Priority Policies, which provide general policies and objectives to guide certain land use decisions, contain certain policies that relate to physical environmental issues. Proposition M also established an annual cap on office space development and required that an applicant seeking to

develop at least 25,000 square feet of office space obtain an allocation from the annual City-wide limit from the Planning Commission. The EIR will include a review of the proposed project in light of the eight priority policies and office space development cap, and identify possible conflicts that would result in environmental impacts, if applicable.

OTHER PLANS

Environmental plans and policies, like the Bay Area 2010 Clean Air Plan, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The EIR will identify potential conflicts with other plans and policies, as applicable. The EIR will include a review of the proposed project in light of conflicts with these other plans and policies, and identify possible conflicts that would result in environmental impacts, if applicable.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factors checked below. The following pages present a more detailed checklist and discussion of each environmental factor. Those environmental topics for which the proposed project may result in a potentially significant impact (and which will therefore be discussed in the EIR) and/or for which mitigation would be required to reduce a significant impact to a less-than-significant level are indicated in the list below.

☒ Land Use	☒ Air Quality	☐ Biological Resources
☒ Aesthetics	☐ Greenhouse Gas Emissions	☐ Geology and Soils
☒ Population and Housing	☒ Wind and Shadow	☐ Hydrology and Water Quality
☒ Cultural and Paleo. Resources	☒ Recreation	☒ Hazards/Hazardous Materials
☒ Transportation and Circulation	☒ Utilities and Service Systems	☐ Mineral/Energy Resources
☒ Noise	☒ Public Services	☐ Agricultural and Forest Resources
		☒ Mandatory Findings of Significance

Effects Found to be Potentially Significant

This Initial Study evaluates the proposed project to determine whether it would result in significant environmental impacts. The designation of topics as "Potentially Significant" in the Initial Study

means that the EIR will include an evaluation of the topic in greater depth and determination of whether the impact would be significant.

The proposed project could have a potentially significant effect on certain subtopics of:

- Land Use
- Aesthetics
- Population and Housing
- Cultural and Paleontological Resources
- Transportation and Circulation
- Noise
- Air Quality
- Wind and Shadow
- Recreation
- Utilities and Service Systems
- Public Services

These environmental issues could be associated with significant project-related impacts because of the location, scale, design, and operational characteristics of the proposed project. Potential impacts in these topical areas will be analyzed in the EIR. The EIR will also provide a discussion of land use plans, policies, and regulations for informational and analytical purposes, because the changes to height and bulk and other design elements as part of the proposed SUD could conflict with plans and policies adopted for the purpose of avoiding or mitigating a physical environmental effect.

Effects Found Not to be Significant

The following potential individual and cumulative environmental effects of the proposed project (some of which are subtopics of the broader categories of potential impacts found to be potentially

significant, as listed above) were determined either to be less than significant or to be reduced to a less-than-significant level through recommended mitigation measures included in this Initial Study:

- Population and Housing (displace substantial numbers of people);
- Transportation and Circulation (result in a change in air traffic patterns);
- Noise (expose people to excessive airport-related noise);
- Utilities and Service Systems (be served by adequate landfill capacity and comply with statutes related to solid waste);
- Biological Resources (all topics);
- Geology and Soils (all topics);
- Greenhouse Gas Emissions (all topics);
- Hydrology and Water Quality (all topics);
- Hazards and Hazardous materials (all topics);
- Mineral/Energy Resources (all topics); and
- Agricultural and Forest Resources (all topics)

These items are discussed with recommended mitigation measures, where appropriate, in Sections E and F, and require no further environmental analysis in the EIR. All mitigation measures identified have been agreed to by the project sponsor and will be incorporated into the proposed project. For items designated "Not Applicable," the conclusions regarding potential significant environmental effects are based upon field observations, staff and consultant experience, and expertise on similar projects, and/or standard reference materials available within the San Francisco Planning Department, such as the San Francisco Planning Department's October 2002 *Transportation Impact Analysis Guidelines for Environmental Review* and the California Natural Diversity Database and maps published by the California Department of Fish and Game. For each checklist item, the evaluation has considered both individual and cumulative impacts of the proposed project.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
1.	**LAND USE AND LAND USE PLANNING— Would the project:**					
a)	Physically divide an established community?	☒	☐	☐	☐	☐
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	☐
c)	Have a substantial impact upon the existing character of the vicinity?	☒	☐	☐	☐	☐

Land use impacts are considered significant if a project would conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Land use impacts are also considered significant if a project would divide the physical arrangement of an established community or have a substantial impact upon the existing character of the vicinity.

Impact LU-1: The proposed project could physically divide an existing community. (Potentially Significant)

The division of an established community would typically involve the construction of a barrier to neighborhood access (such as a new freeway segment) or the removal of a means of access (such as a bridge or roadway). The proposed project would involve adjustments to the circulation pattern within the project site, including the vacation of Mary Street between Minna and Natoma Streets (or limitation on the vehicular use of Mary Street between Minna and Natoma Streets), the re-alignment of Mary Street along the western boundary of the site, and the conversion of Mary Street between Mission and Natoma Streets to a pedestrian-only street. The vacation/limitation, re-alignment, and conversion of Mary Street would change access to the blocks surrounding the project site. Because Mary Street connects to other public streets, changes to the street may pose access constraints in the vicinity of the project site and could disrupt or divide the surrounding neighborhood. The demolition of six existing buildings (not including connectors), elimination of surface parking uses, and construction and build-out of new residential, office, retail, educational, and cultural uses above

permitted heights and intensities could also disrupt or divide the surrounding neighborhood. Associated land use, pedestrian, vehicular, loading, and accessibility impacts will be evaluated in the EIR.

Impact LU-2: The proposed project could conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. (Potentially Significant)

The proposed project would result in the construction of new office space, residential dwelling units, and retail, educational, cultural, and open space uses. Associated infrastructure and accessory vehicle and bicycle parking would also be developed to support these uses. The proposed project would increase population and employment density near a major regional transit node, and would not obviously conflict with local, regional, and State policies intended to promote the clustering of new development in urban areas near major regional transit facilities in order to reduce air pollution, greenhouse gas emissions, and development pressures on undeveloped land.

As part of the proposed project, the project sponsor proposes that the Planning Commission and Board of Supervisors adopt the Fifth/Mission SUD and companion D4D. These documents would dictate the development controls for height, bulk, massing, open space, and parking within the project site. The proposed SUD and companion D4D also would contain specific design guidelines and review procedures, and other design regulations that would guide development of the proposed commercial, residential, retail, arts, cultural, educational, and open space uses. These specific guidelines would address site-specific design issues that affect local environmental conditions (e.g., wind and shadow patterns, noise, and tree canopy).

Implementation of the proposed Fifth/Mission SUD would result in amendments to the Planning Code and existing height districts, and would require conforming *General Plan* and Zoning Map amendments. Potential conflicts of the project with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect will be evaluated in the EIR.

Impact LU-3: The proposed project could have a substantial impact upon the existing character of the site's vicinity. (Potentially Significant)

Implementation of the proposed project would result in physical changes associated with alteration and rehabilitation of the Chronicle Building (901 Mission Street) and Dempster Printing Building (447–449 Minna Street), the demolition of six extant buildings on the site, the construction of five new buildings, changes to the street network, and the development of new publicly-accessible spaces. In particular, new office and flexible workspaces, residential, retail, arts, cultural, educational, and open space uses within the site would intensify as part of the proposed project. Approximately 1.85 million gsf of building space (renovated existing buildings and new construction) would be developed. Implementation of the proposed project would introduce different land uses and taller and more massive buildings than currently exist on the site. This intensification of use could adversely change the character of the site and its surroundings, and will be evaluated in detail in the EIR.

Impact LU-4: **The proposed project, in combination with past, present and reasonably foreseeable future projects in the vicinity of the site, could contribute in a considerable manner to cumulative land use impacts. (Potentially Significant)**

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.[16] Cumulative land use impacts would result from changes in land use associated with the proposed project, combined with potential land use changes associated with other past, present, or reasonably foreseeable future projects in surrounding areas (see **Table 8** for a list and short description of these projects). Development at the project site would intensify land uses and could result in an adverse change to the character of the site or its vicinity. This cumulative analysis will take into account other foreseeable projects and projected population and job growth in the vicinity anticipated as part of the Central Corridor Plan, the Transit Center District Plan, Eastern Neighborhoods Rezoning and Area Plans, and Downtown Plan. The population and employment growth that would occur as part of

[16] *CEQA Guidelines* Section 15355.

these plans is reasonably foreseeable (as the plans are either adopted or undergoing preparation and environmental review) and thus warranted for inclusion in the project cumulative impact analysis.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
2.	**AESTHETICS—Would the project:**					
a)	Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	☒	☐	☐	☐	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	☒	☐	☐	☐	☐

Due to its topography, surrounding water bodies, and network of gridded streets, San Francisco has many scenic views. In most of the City, these views are influenced by trees, structures, and other elements of the built or natural landscape. The Urban Design Element of the *General Plan* places significant emphasis on the protection of views of open space and water bodies. Scenic vistas are most expansive from the numerous hilltops in San Francisco.

Impact AE-1: The proposed project could adversely affect scenic vistas. (Potentially Significant)

The flat topography and concentration of mid-rise and high-rise buildings in the vicinity of the project site limit scenic views. In general, the vicinity of the site contains no expansive views of San Francisco Bay or open space areas. However, the relatively low-rise nature of the area allows for wide-open views of the sky and the upper reaches of the City's tall buildings and hills. Views around the project site are generally confined to the buildings of Downtown San Francisco and lower-rise neighborhoods to the south. The site is most visible from Mission, Fifth, and Howard Streets.

None of the streets bordering the project site are considered "Street Areas Important to Urban Design and Views" in the Urban Design Element of the *General Plan*. Mission Street and Howard Street in the vicinity of the site are identified as streets having an "Average" quality of street views in the Urban Design Element (the lowest of three rankings). [17] Public open spaces near the project site include Mint Plaza, Hallidie Plaza, and Yerba Buena Gardens.

Given the proposed project's size (approximately 1.85 million gsf of existing and new building space), height (up to 400 feet), and location, the project may have the potential to alter views and vistas in an adverse manner (including through the reconfiguration of a segment of Mary Street). The EIR will include visual simulations from a number of publicly accessible viewpoints in order to evaluate the potential change to public views and vistas.

Impact AE-2: The proposed project could substantially adversely affect scenic resources. (Potentially Significant)

Scenic resources include trees, rock outcroppings, and other landscape features that contribute to the scenic character of a public area. In the Urban Design Element of the *General Plan*, visual resources considered "scenic resources" are given added protection and, for the purposes of environmental review, include beaches and other natural areas, hillsides, and San Francisco Bay and the Pacific Ocean.[18] Existing buildings or paved surfaces cover the entire project site. Although there are no trees, rock outcroppings, or other natural landscape features that would be considered scenic resources within the project site, the buildings located at 901–933 Mission Street (Chronicle Building), 430 Natoma Street (Camelline Building), and 447–449 Minna Street (Dempster Printing Building) are considered potential historic resources by nature of their historic significance and integrity.[19] These

[17] San Francisco Planning Department, *San Francisco General Plan, Urban Design Element, Conservation, Street Areas Important to Urban Design and Views Map*, 2010. This document is available for review at www.sf-planning.org/ftp/General_Plan/I5_Urban Design.htm#URB_CON (accessed October 31, 2012).

[18] San Francisco Planning Department, *San Francisco General Plan Urban Design Element*, 2010. This document is available for review at www.sf-planning.org/ftp/General_Plan/I5_Urban_Design.htm (accessed October 31, 2012).

[19] Architectural Resources Group, *Historic Resource Evaluation Report, 5M Development Project Area,* October 2012. This document is available for review at the Planning Department in Case File No. 2011.0409E.

buildings could be considered scenic resources and adverse effects to these potential resources will be evaluated in the EIR. Potential impacts to historic architectural resources (which contribute to the visual character of the area) will be evaluated in more detail in the EIR (refer to Section E.4, Cultural and Paleontological Resources).

Impact AE-3: The proposed project may substantially affect the visual character of the project site and its surroundings. (Potentially Significant)

The visual quality of the neighborhood around the project site is characterized by buildings that extend to the sidewalk and vary in height, from the Intercontinental San Francisco Hotel (32 stories, approximately 340 feet) to the Fifth and Mission Parking Garage (eight stories, approximately 114 feet). Mixed-use buildings in the vicinity of the site range from one to three stories. In addition, surface parking lots are located throughout the area. The architecture of the area is varied, with modern mid- to high-rise buildings adjacent to lower-scale buildings to the east of the site, and a mix of open surface parking lots and older industrial and commercial buildings to the west. Newer, contemporary structures in close proximity to older buildings lend visual interest to the area. Mission, Fifth, and Howard Streets are busy with pedestrian activity and vehicle traffic during business hours, which also contribute to the area's dynamic aesthetic character.

The proposed project would alter the visual character of the site and its surroundings through the proposed rehabilitation of the Chronicle Building (901 Mission Street) and Dempster Printing Building (447–449 Minna Street), the demolition of six other buildings on the site, and the construction of new mid- and high-rise structures. The proposed project would result in a change to the visual character of Fifth, Mission, Howard, and Mary Streets and may alter views from public places, such as from Mint Plaza, Hallidie Plaza, and Yerba Buena Gardens. The EIR will include visual simulations and will analyze the proposed project's effects on the visual character of the site and its surroundings.

Impact AE-4: The proposed project may create substantial new sources of light and glare. (Potentially Significant)

In the vicinity of the project site, buildings, streetlights, and illuminated signs all contribute to nighttime lighting under existing conditions. In addition, windows and certain building materials contribute to glare. Many office buildings in downtown are illuminated at night, resulting in higher overall levels of light and glare compared to the project site. New buildings and illuminated signs proposed as part of the project may increase existing nighttime lighting and glare levels. Therefore, project light and glare impacts will be further evaluated in the EIR.

Impact AE-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects in its vicinity, could potentially contribute, in a considerable manner, to cumulative effects related to scenic views and resources, visual character, and light and glare. (Potentially Significant)

Cumulative aesthetics impacts could result from changes in the visual setting associated with the proposed project, in conjunction with past, present, or reasonably foreseeable future projects in the surrounding area. These projects, in combination with other known or foreseeable projects, could change the visual environments of their sites, contribute to changes in neighborhood character and viewsheds, and increase light and glare. These impacts will be evaluated in the EIR.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
3.	**POPULATION AND HOUSING— Would the project:**					
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐	☐
b)	Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☒	☐	☐	☐	☐
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

Impact PH-1: The proposed project could either directly or indirectly induce substantial population growth in San Francisco. (Potentially Significant)

As described in the Project Description, the proposed project would result in the construction of approximately 748 dwelling units and proposed land uses could increase area-wide employment. The EIR will evaluate the proposed project's impacts related to potential direct and indirect population growth in the area.

Impact PH-2: The proposed project would not displace substantial numbers of people or existing housing units, but could create demand for housing beyond that proposed. (Potentially Significant)

There are no existing housing units on the project site. Therefore, implementation of the proposed project would not displace housing units or residents. The proposed project would result in the development of 748 new residential units, and through development of about 1.3 million gsf of office, retail, educational, and cultural space in new and rehabilitated buildings, would accommodate space for new employees. These new employees could create demand for housing independently as well as in conjunction with forecast population growth associated with past, present and reasonably foreseeable projects.

The EIR will evaluate the proposed project's potential direct and indirect impacts on population and housing, as well as its contribution to cumulative population growth and housing demand.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
4.	**CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:**					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☒	☐	☐	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐	☐

Impact CP-1: The proposed project would result in the demolition of the Camelline Building (430 Natoma Street, built in 1923) and the rehabilitation of the Chronicle Building (901 Mission Street, built in 1924) and Dempster Printing Building (447–449 Minna Street, built in 1907), all of which may be considered historically significant for the purposes of environmental review. Therefore, the proposed project could result in potentially significant impacts on historic architectural resources. (Potentially Significant)

The Camelline Building, Chronicle Building, and Dempster Printing Building are identified as potential historic resources.[20] The proposed demolition of the Camelline Building and the rehabilitation of the Chronicle and Dempster Printing Buildings could result in significant adverse effects to the historical significance and integrity of these potential resources.

[20] Architectural Resources Group, *Historic Resource Evaluation Report, 5M Development Project Area,* October 2012. This document is available for review at the Planning Department in Case File No. 2011.0409E.

In addition, development of the proposed project could affect the Kearny-Market-Mason-Sutter Conservation District, which is located approximately ½ a block (400 feet) north of the project site at Stevenson Street. Potential adverse effects to historical resources, including individual buildings and historical districts, will be evaluated in the EIR.

Impact CP-2: The proposed project could result in damage to, or destruction of, as-yet unknown archaeological, paleontological, or human remains, should such remains exist beneath the project site. (Potentially Significant)

The proposed project includes excavation for up to three levels of subsurface parking as well as building foundations. Project implementation could result in widespread ground disturbance within the project site and damage to, or destruction of, as-yet unknown archaeological, paleontological, or human remains, should such remains exist beneath the project site. This potential impact will be evaluated in detail in the EIR.

Impact CP-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, could result in cumulatively considerable effects to cultural resources. (Potentially Significant)

Cumulative cultural resources impacts would result from changes to the City's historical built or subterranean environment. These cumulative effects, which would occur in conjunction with other planned or foreseeable projects near the project site, could potentially result in material damage or impairment to historic structures in San Francisco. The proposed project's potential to contribute to cumulative impacts will be addressed in the EIR.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
5.	**TRANSPORTATION AND CIRCULATION— Would the project:**					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐	☐
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☒	☐	☐	☐	☐
e)	Result in inadequate emergency access?	☒	☐	☐	☐	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐	☐

The proposed project would not result in a change in air traffic patterns, and would therefore not cause substantial air traffic safety risks. Therefore, topic 5c is not applicable and will not be further discussed.

Impact TR-1: The proposed project may conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. (Potentially Significant)

The introduction of new and intensified office, residential, retail, arts, cultural, educational, and open space uses, and the trips generated by those uses, would result in increased demand on the local

transportation system, including increased demand for transit, pedestrian and bike facilities, parking, and roadway capacity, which could result in significant transportation impacts. In addition, the proposed project would reconfigure a segment of Mary Street and convert a segment of the street to pedestrian-only uses, changing the circulation pattern for through-travelers. These potential effects will be examined in the EIR.

Impact TR-2: The proposed project could conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures established by the county congestion management agency for designated roads or highways. (Potentially Significant)

The proposed project could conflict with level of service standards and travel demand measures such that a significant impact on the environment may occur. This potential effect will be examined in the EIR.

Impact TR-3: The proposed project may result in substantially increased hazards due to particular design features (e.g., sharp curves or dangerous intersections) or incompatible uses. (Potentially Significant)

The EIR for the proposed project will evaluate whether the vacation, re-alignment, and conversion of Mary Street and other changes to the circulation pattern of the project site would result in incompatible land uses and/or any design feature(s), such as the location of garage or building entrances for pedestrians, which may increase the potential for hazards.

Impact TR-4: The proposed project could result in inadequate emergency access. (Potentially Significant)

The proposed project would result in the development of approximately 1.85 million gsf of new and repurposed building space on the project site and would change the internal circulation pattern of the

site through the introduction of new ingress/egress points and the reconfiguration and conversion of Mary Street. The EIR will evaluate changes in emergency access associated with the proposed project.

Impact TR-5: The proposed project may conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes. (Potentially Significant)

The introduction of new and intensified office, residential, retail, arts, cultural, educational, and open space uses, the trips generated by those uses, and changes to the circulation pattern in the area could conflict with adopted policies, plans, or programs regarding transit, bicycle, or pedestrian facilities. These potential impacts will be evaluated in the EIR.

Impact TR-6: The proposed project, in combination in combination with past, present, and reasonably foreseeable future projects in the vicinity, could result in cumulatively considerable impacts to the transportation and circulation system. (Potentially Significant)

Changes to the City's transportation and circulation system that would result from the proposed project in conjunction with other past, present, planned, and foreseeable projects and population growth, will be addressed in the EIR. This analysis will take into account cumulative impacts to roadway capacity, bike, pedestrian, and transit facilities, and other components of the City's transportation system.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6.	**NOISE—Would the project:**					
a)	Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐	☐
b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	☐
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f)	For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
g)	Be substantially affected by existing noise levels?	☒	☐	☐	☐	☐

The project site is not within an airport land use plan area or in the vicinity of a private airstrip. Therefore, topics 6e and 6f are not applicable and will not be further discussed.

Impact NO-1: The proposed project could result in a substantial permanent increase in ambient noise levels in the project vicinity, could expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, and could be substantially affected by existing noise levels. (Potentially Significant)

The Environmental Protection Element of the *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise.[21] These guidelines, which are similar to State guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum

[21] *San Francisco General Plan*, Environmental Protection Element, Policy 11.1.

acceptable noise levels for various newly developed land uses. For office and commercial uses, the maximum satisfactory noise level under which noise insulation need not be incorporated into a project is 70 A-weighted decibels (dBA) on the day-night average level (L_{dn}) rating scale, and for residential uses, the maximum satisfactory existing noise level is 60 dBA L_{dn}.

The guidelines state that new office development should be generally discouraged at noise levels 73 dBA L_{dn} and above (new office development in areas subject to noise levels between 66 and 75 dBA L_{dn} should be undertaken "only after a detailed analysis of the noise mitigation requirements is made and needed noise insulation features included in the design").

The guidelines state that new commercial development should be generally discouraged in environments with noise levels 76 dB L_{dn} and above (new commercial development in areas subject to noise levels between 67 and 80 dBA L_{dn} should be undertaken "only after a detailed analysis of the noise mitigation requirements is made and needed noise insulation features included in the design").

The guidelines state that new residential development should be generally discouraged in environments with noise levels 65 dB L_{dn} and above (new residential development in areas subject to noise levels between 60 and 70 dBA L_{dn} should be undertaken "only after a detailed analysis of the noise mitigation requirements is made and needed noise insulation features included in the design").

Ambient noise levels in the vicinity of the project site are typical of those in and around Downtown San Francisco. Ambient noise in the project site vicinity is influenced primarily by transportation uses, including car, bus, truck, and emergency vehicle traffic. Mission Street, which defines the northern boundary of the project site, is a major east-west two-way street with high traffic volumes. According to the San Francisco City-wide Noise Map[22] prepared by the San Francisco Department of Public Health, noise levels along Mission Street adjacent to the project site are above 70.0 dBA Ldn; noise levels along Fifth, Howard, and Sixth Streets in the vicinity of the project site range from 65.1 to 70.0 dBA Ldn. Because the project site would be subject to noise levels above 70.0 dBA Ldn along the

[22] San Francisco Department of Public Health, *Noise Enforcement Program, Map 1: Background Noise Levels,* 2009. This document is available for review at the Planning Department in Case File No. 2011.0409E.

Mission Street frontage, the proposed project would be required to undergo a detailed analysis of noise reduction requirements, and if necessary, such requirements would need to be incorporated into the design of the proposed project. Such analysis and noise insulation features would be required in accordance with the *General Plan*, California Code of Regulations, Title 24 (California Building Standards Code), and *San Francisco 2004 and 2009 Housing Element EIR*. Title 24 incorporates requirements for the construction of new hotels, motels, apartment buildings, and dwellings other than attached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. The acoustical standards identified in Title 24 and mitigation measures within the *Housing Element EIR* require the preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet an applicable interior standard.[23]

Potential conflicts with these requirements will be evaluated in the EIR.

Proposed activities on the 5M site could increase ambient noise levels, primarily through increased daytime population, vehicle trips associated with the mixed uses on the site, and the use of new stationary equipment, such as heating and ventilation systems. Increased vehicle trips around the project site would contribute to the noise environment and could increase ambient noise levels. This potential impact will be evaluated in detail in the EIR.

Impact NO-2: During construction, the proposed project could result in a temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project. (Potentially Significant)

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code), amended in November 2008, and proposed project construction activities would be required to comply with the provisions of the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels from individual pieces of construction

[23] San Francisco Planning Department, *San Francisco 2004 and 2009 Housing Element, Draft EIR*, July 2010. This document is available for review at http://sfmea.sfplanning.org/2007.1275E_DEIR.pdf (accessed January 28, 2013).

equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source; 2) the intake and exhaust systems of impact tools (e.g., jackhammers) must be muffled to the satisfaction of the Director of Public Works or the Director of Building Inspection; and 3) if noise would exceed the ambient noise level by 5 dBA at the property line of the project site, the construction work must not be conducted between 8:00 p.m. and 7:00 a.m. unless a special permit is authorized by the Department of Public Works (DPW) or the Director of Building Inspection.

The land uses surrounding the project site include hotel, office, retail, residential, and cultural uses that would be expected to be adversely affected by construction noise. Maximum instantaneous noise levels (L_{max}) resulting from the noisiest construction activities proposed as part of the proposed project could be considered significant. Typical maximum noise levels generated by heavy construction equipment would range up to 86 dBA L_{max} at 50 feet from the operating equipment.[24] Assuming multiple pieces of construction equipment operate at some distance apart from one another, the typical combined worst-case noise level during the noisiest phase of construction could range up to 91 dBA L_{max} at a distance of 50 feet from an active construction area. Noise levels would diminish to 80 dBA L_{max} or less at 100 feet from the source. Demolition and construction activities proposed as part of the project would also generate perceptible groundborne vibration levels when heavy equipment or impact tools are used. Structures around the project site could be adversely affected by vibration caused by construction of the proposed project. These impacts will be evaluated in detail in the EIR.

Impact NO-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects, may result in cumulatively-considerable noise and vibration impacts. (Potentially Significant)

Project construction activity, including demolition, excavation, and building construction activities, could occur in conjunction with other planned and foreseeable projects. However, such activities would be conducted in compliance with the San Francisco Noise Ordinance, which would reduce

[24] Bolt, Beranek & Newman, *Noise Control for Buildings and Manufacturing Plants*, 1987. This document is available for review at the Planning Department in Case File No. 2011.0409E.

adverse effects to noise levels. The EIR will evaluate the potential contribution of the proposed project to these short-term noise and vibration impacts.

The proposed project would generate new vehicle trips and operational noise sources. These sources could represent a significant cumulative contribution to local noise levels, when combined with noise generated by other projects. Cumulative operational noise impacts associated with the proposed project could be considered significant and thus will be evaluated in the EIR.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7.	**AIR QUALITY—Would the project:**					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐	☐

The San Francisco Bay Area Air Basin (SFBAAB) encompasses San Francisco, Alameda, Contra Costa, San Mateo, and Napa Counties, and includes parts of Solano and Sonoma Counties. Although air quality in the air basin has generally improved over the last several decades, elevated levels of ozone, carbon monoxide, and particulate matter have been observed. The federal Clean Air Act and California Clean Air Act contain ambient air standards and related air quality reporting systems to be used by regional regulatory agencies in developing air pollution control measures. The Bay Area Air Quality Management District (BAAQMD) is the primary responsible regulatory agency in the Bay Area for planning, implementing, and enforcing the federal and State ambient air quality standards

for criteria pollutants. Criteria air pollutants include carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter ($PM_{2.5}$ and PM_{10}), and lead.

In most of the Bay Area, transportation-related sources account for a majority of air pollutant emissions. Therefore, a major focus of the BAAQMD is on reducing vehicle trips associated with new development. Localized air quality issues include CO hotspots associated with traffic.

Impact AQ-1: Implementation of the proposed project may conflict with or obstruct implementation of the local applicable air quality plan. (Potentially Significant)

The proposed project would increase traffic volumes, which contribute to regional air pollution. Air pollutant emissions could also occur over the short term in association with construction activities. Construction vehicle traffic, the use of construction equipment, and wind blowing over exposed earth could emit exhaust and dust that affect local and regional air quality. However, the proposed project could also increase the City's bicycle, pedestrian, and transit modal split, which could benefit regional air quality. The EIR will include an evaluation of the proposed project's air quality impacts related to local air quality plans.

Impact AQ-2: Implementation of the proposed project could violate an air quality standard or contribute substantially to an existing or projected air quality violation. (Potentially Significant)

As noted above, new vehicle trips generated by the proposed project and construction activities could increase pollutant levels, and could contribute to violation of an air quality standard. The use of paints and solvents in interior spaces could occur as part of the proposed project, but related emissions would not be significant with adherence to U.S. Occupational Safety and Health Administration regulations and building code requirements**.** The EIR will include an evaluation of the proposed project's impacts related to air quality standards and existing or projected air quality violations.

Impact AQ-3: Implementation of the proposed project could result in a substantial net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal, State, or regional ambient air quality standard. (Potentially Significant)

Construction and operation of the proposed project would generate air pollutants that could be considerable in a regional, cumulative context. The EIR will include an evaluation of the proposed project's air quality impacts related to criteria pollutant emissions and ambient air quality standards.

Impact AQ-4: Implementation of the proposed project could expose sensitive receptors to substantial pollutant concentrations. (Potentially Significant)

Construction and operation of the proposed project could expose persons in the vicinity of the site to substantial pollutant concentrations associated with ground disturbance, construction equipment, and motor vehicles (including truck trips). The EIR will include an evaluation of the proposed project's air quality impacts related to exposure of sensitive receptors to pollutant concentrations.

Impact AQ-5: Implementation of the proposed project could create objectionable odors affecting a substantial number of people (Potentially Significant)

Although not expected, potential uses within the project site (such as restaurants and art studios) could generate odors. The EIR will include an evaluation of whether such odors could affect a substantial number of people.

Impact AQ-6: Implementation of the proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, could contribute in a considerable manner to cumulative air quality impacts. (Potentially Significant)

The proposed project, together with other past, present, and reasonably foreseeable future projects, could generate air pollutants. The EIR will include an evaluation of the proposed project's potential contribution to cumulative air pollution, both on a local and regional level.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8. GREENHOUSE GAS EMISSIONS— Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Environmental Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during the demolition, construction, and operational phases. While the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO_2. Black carbon is produced naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels and biomass.[25] N_2O is a byproduct of various industrial processes and has a number of uses, including use as an anesthetic and as an aerosol propellant. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain

[25] Center for Climate and Energy Solutions, *What is Black Carbon?* April 2010. This document is available for review at www.c2es.org/docUploads/what-is-black-carbon.pdf (accessed September 27, 2012).

industrial processes. Greenhouse gases are typically reported in units of "carbon dioxide-equivalents" (CO_2E).[26]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Many impacts resulting from climate change, including increased fires, floods, severe storms and heat waves, are occurring already and will only become more frequent and costly.[27] Secondary effects of climate change are likely to include a global rise in sea level; impacts to agriculture, the State's electricity system, and native freshwater fish ecosystems; an increase in the vulnerability of levees in the Sacramento-San Joaquin Delta; changes in disease vectors; and changes in habitat and biodiversity.[28,29]

The California Air Resources Board (ARB) estimated that in 2009 California produced about 457 million gross metric tons of CO_2E ($MMTCO_2E$).[30] The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-State generation and imported electricity) at 23 percent, and industrial sources at 18 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.[31] In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and industrial/commercial sectors were the two largest sources of GHG emissions, each accounting for

[26] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

[27] California Climate Change Portal, 2012. This document is available for review at www.climatechange.ca.gov (accessed September 25, 2012).

[28] Ibid.

[29] California Energy Commission, California Climate Change Center, *Our Changing Climate 2012*, 2012. This document is available for review at www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf (accessed August 21, 2012).

[30] California Air Resources Board, *California Greenhouse Gas Inventory for 2000-2009— by Category as Defined in the Scoping Plan*, 2012. This document is available for review at www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf (accessed August 21, 2012).

[31] Ibid.

approximately 36 percent of the Bay Area's 95.8 $MMTCO_2E$ emitted in 2007.[32] Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.[33]

Regulatory Setting

In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Arnold Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 $MMTCO_2E$); by 2020, reduce emissions to 1990 levels (estimated at 427 $MMTCO_2E$); and by 2050 reduce GHG emissions to 80 percent below 1990 levels (approximately 85 $MMTCO_2E$).

In response, the California legislature passed Assembly Bill No. 32 in 2006 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction from forecast emission levels).[34]

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. The Scoping Plan is the State's overarching plan for addressing climate change. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from 2008 levels.[35] The Scoping

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[32] Bay Area Air Quality Management District, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007*, February 2010. This document is available for review at www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx (accessed August 21, 2012).

[33] Ibid.

[34] Governor's Office of Planning and Research, *Technical Advisory - CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. This document is available for review at opr.ca.gov/docs/june08-ceqa.pdf (accessed August 21, 2012).

[35] California Air Resources Board, *California's Climate Plan: Fact Sheet*. This document is available for review at www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf (accessed August 21, 2012).

Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see **Table 9**). ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[36]

Table 9: GHG Reductions from the AB 32 Scoping Plan Sectors[37,38]

GHG Reduction Measures By Sector	GHG Reductions ($MMTCO_2E$)
Transportation	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1.0
Forestry	5.0
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
TOTAL	**174.0**
Other Recommended Measures	
Government Operations	1.0-2.0
Methane Capture at Large Dairies	1.0
Additional GHG Reduction Measures:	
Water	4.8
Green Buildings	26.0
High Recycling/ Zero Waste • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing	9.0
TOTAL	**41.8–42.8**

Source: California Air Resources Board, 2008.

The AB 32 Scoping Plan recommendations are intended to curb projected business-as-usual growth in GHG emissions and reduce those emissions to 1990 levels. Therefore, meeting AB 32 GHG

[36] California Air Resources Board, *Assembly Bill 32: Global Warming Solutions Act*. This document is available for review at www.arb.ca.gov/cc/ab32/ab32.htm/ (accessed August 21, 2012).

[37] California Air Resources Board, *Climate Change Scoping Plan*, December 2008. This document is available for review at www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (accessed August 21, 2012).

[38] California Air Resources Board, *California's Climate Plan: Fact Sheet*. This document is available for review at www.arb.ca.gov/cc/ facts/scoping_plan_fs.pdf (accessed August 21, 2012).

reduction goals would result in an overall annual net decrease in GHGs compared to current levels and accounts for projected increases in emissions resulting from anticipated growth.

The Scoping Plan also relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Bay Area Metropolitan Transportation Commission's 2013 RTP, Plan Bay Area, would be its first plan subject to SB 375.

AB 32 further anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and noted that successful implementation of the Scoping Plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.[39] The BAAQMD has conducted an analysis of the effectiveness of the region in meeting AB 32 goals from the actions outlined in the Scoping Plan and determined that in order for the Bay Area to meet AB 32 GHG reduction goals, the Bay Area would need to achieve an additional 2.3 percent reduction in GHG emissions from the land use planning sector.[40]

[39] California Air Resources Board, *Climate Change Scoping Plan*, December 2008. This document is available for review at www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (accessed August 21, 2012).

[40] Bay Area Air Quality Management District, *California Environmental Quality Act Guidelines Update, Proposed Thresholds of Significance*, December 2009. This document is available for review at www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Proposed%20Thresholds%20of%20Significance%20Dec%207%2009.ashx (accessed September 25, 2012).

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the State *CEQA Guidelines* to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the *CEQA Guidelines* to provide guidance for analyzing GHG emissions. Among other changes to the *CEQA Guidelines*, the amendments added a new section to the CEQA Checklist (*CEQA Guidelines* Appendix G) to address questions regarding the project's potential to emit GHGs.

The Bay Area Air Quality Management District is the primary agency responsible for air quality regulation in the nine county SFBAAB. The BAAQMD adopted significance thresholds for the analysis of GHG emission in CEQA documents. As an alternative to using the significance thresholds, the BAAQMD recommended that local agencies adopt and submit for BAAQMD review and approval a Greenhouse Gas Reduction Strategy consistent with AB 32 goals. The BAAQMD also recommended that subsequent projects be reviewed to determine the significance of their GHG emissions based on the degree to which those projects comply with a Greenhouse Gas Reduction Strategy.[41] As described below, this recommendation is consistent with the approach to analyzing GHG emissions outlined in the *CEQA Guidelines*.

At a local level, the City has developed a number of plans and programs to reduce the City's contribution to global climate change. San Francisco's GHG reduction goals, as outlined in the 2008 Greenhouse Gas Reduction ordinance, are as follows: by 2008, determine the City's GHG emissions for the year 1990, the baseline level with reference to which target reductions are set; by 2017, reduce GHG emissions by 25 percent below 1990 levels; by 2025, reduce GHG emissions by 40 percent below 1990 levels; and finally, by 2050, reduce GHG emissions by 80 percent below 1990 levels. San Francisco's Greenhouse Gas Reduction Strategy documents the City's actions to pursue cleaner energy, energy conservation, alternative transportation, and solid waste reduction policies. As identified in the Greenhouse Gas Reduction Strategy, the City has implemented a number of mandatory requirements and incentives that have measurably reduced GHG emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar

[41] Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines,* May 2012. This document is available for review at www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en (accessed September 25, 2012).

panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses), and a mandatory recycling and composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

The Greenhouse Gas Reduction Strategy concludes that San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels, exceeding Statewide AB 32 GHG reduction goals. As reported, San Francisco's communitywide 1990 GHG emissions were approximately 6.15 $MMTCO_2E$. A recent third-party verification of the City's 2010 communitywide and municipal emissions inventory has confirmed that San Francisco has reduced its GHG emissions to 5.26 $MMTCO_2E$, representing a 14.5 percent reduction in GHG emissions below 1990 levels.[42,43]

Approach to Analysis

In compliance with SB 97, OPR amended the *CEQA Guidelines* to address the feasible mitigation of GHG emissions or the effects of GHGs. Among other changes to the *CEQA Guidelines*, the amendments added a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. The potential for a project to result in significant GHG emissions which contribute to the cumulative effect of global climate change is based on the *CEQA Guidelines* and CEQA Checklist, as amended by SB 97, and is determined by an assessment of the project's compliance with local and State plans, policies and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use

[42] ICF International, *"Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco,"* Memorandum from ICF International to San Francisco Department of the Environment, April 2012. This document is available for review at www.sfenvironment.org/download/community-greenhouse-gas-inventory-3rd-party-verification-memo (accessed September 27, 2012).

[43] ICF International, *"Technical Review of San Francisco's 2010 Municipal GHG Inventory,"* Memorandum from ICF International to San Francisco Department of the Environment, May 8, 2012. This document is available for review at www.sfenvironment.org/download/third-party-verification-of-san-franciscos-2010-municipal-ghg-inventory (accessed September 27, 2012).

project could not generate enough GHG emissions to noticeably change the global average temperature.

CEQA Guidelines Sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a proposed project's GHG emissions. *CEQA Guidelines* Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. As discussed above, San Francisco has prepared its own Greenhouse Gas Reduction Strategy, demonstrating that San Francisco's policies and programs have collectively reduced communitywide GHG emissions to below 1990 levels, meeting GHG reduction goals outlined in AB 32. The City is also well on its way to meeting the long-term GHG reduction goal of reducing emissions 80 percent below 1990 levels by 2050. Chapter 1 of the City's Strategies to Address Greenhouse Gas Emissions (the Greenhouse Gas Reduction Strategy) describes how the strategy meets the requirements of *CEQA Guidelines* Section 15183.5. The BAAQMD has reviewed San Francisco's Greenhouse Gas Reduction Strategy, concluding that "[a]ggressive GHG reduction targets and comprehensive strategies like San Francisco's help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."[44]

With respect to *CEQA Guidelines* Section 15064.4(b), the factors to be considered in making a significance determination include: 1) the extent to which GHG emissions would increase or decrease as a result of the proposed project; 2) whether or not a proposed project exceeds a threshold that the lead agency determines applies to the project; and finally 3) demonstrating compliance with plans and regulations adopted for the purpose of reducing or mitigating GHG emissions.

As permitted by *CEQA Guidelines* Section 15064.4, the GHG analysis provided below includes a qualitative assessment of GHG emissions that would result from a proposed project, including emissions from an increase in vehicle trips, natural gas combustion, and/or electricity use, among

[44] Bay Area Air Quality Management District, *Letter from J. Roggenkamp, BAAQMD, to B. Wycko, San Francisco Planning Department*, October 28, 2010. This document is available for review at www.sf-planning.org/ftp/files/MEA/GHG-Reduction_Letter.pdf (accessed September 24, 2012).

other things. Consistent with the *CEQA Guidelines* and BAAQMD recommendations for analyzing GHG emissions, the significance standard applied to GHG emissions generated during the project construction and operational phases is based on whether the project complies with a plan for the reduction of GHG emissions. The City's Greenhouse Gas Reduction Strategy is the City's overarching plan documenting the policies, programs and regulations that the City implements towards reducing municipal and communitywide GHG emissions. In particular, San Francisco implements 42 specific regulations that reduce GHG emissions which are applied to projects within the City. Projects that comply with the Greenhouse Gas Reduction Strategy would not result in a substantial increase in GHGs, since the City has shown that implementation of the Greenhouse Gas Reduction Strategy has resulted in decreased overall communitywide GHGs and achievement of AB 32 GHG reduction targets. Individual project compliance with the City's Greenhouse Gas Reduction Strategy is demonstrated by completion of the Compliance Checklist for Greenhouse Gas Analysis.

In summary, the two applicable greenhouse gas reduction plans, the AB 32 Scoping Plan and the City's Greenhouse Gas Reduction Strategy, are intended to reduce GHG emissions below current levels. Given that the City's local greenhouse gas reduction targets are more aggressive than the State's 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City's Greenhouse Gas Reduction Strategy is consistent with the goals of AB 32. Therefore, proposed projects that are consistent with the City's Greenhouse Gas Reduction Strategy would be consistent with the goals of AB 32, would not conflict with either plan, and would therefore not exceed San Francisco's applicable GHG threshold of significance. Furthermore, a locally compliant project would not result in a substantial increase in GHGs.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Given the analysis is in a cumulative context, this section does not include an individual project-specific impact statement.

Impact GG-1: The proposed project would generate greenhouse gas emissions, but not in levels that would result in a significant impact on the environment or a conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less Than Significant)

The most common GHGs resulting from human activity associated with land use decisions are CO_2, black carbon, CH_4, and N_2O.[45] Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during the construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity on-site due to the development of a project containing a total of 1.85 million gsf of new and existing residential, office, retail, cultural, arts, and educational space. In addition, associated infrastructure, open space, and accessory vehicle and bicycle parking would also be developed to support these uses. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

As discussed above and consistent with the State *CEQA Guidelines* and BAAQMD recommendations for analyzing GHG emissions under CEQA, projects that are consistent with San Francisco's Strategies to Address Greenhouse Gas Emissions would result in a less-than-significant GHG impact. In accordance with San Francisco's Strategies to Address Greenhouse Gas Emissions, the proposed project would be required to comply with the applicable ordinances that reduce greenhouse gas emissions, as shown in **Table 10**. All references to LEED in **Table 10** refer to LEED 2009 for New Construction and Major Renovations.[46]

[45] Governor's Office of Planning and Research, *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. This document is available for review at www.opr.ca.gov/ceqapdfs/june08-ceqa.pdf (accessed March 3, 2010).

[46] U.S. Green Building Council, *LEED 2009 for New Construction and Major Renovations*, 2008. This document is available for review at www.usgbc.org/ShowFile.aspx?DocumentID=5546 (accessed January 19, 2013).

Table 10: Regulations Applicable to the Proposed Project

Regulation	Requirement	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (San Francisco Environment Code, Section 421)	All employers of 20 or more employees must provide at least one of the following benefit programs: (1) A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or (2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Each employer on the 5M project site would be compliant with one or more of the specified commuter benefits.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program. The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Each employer on the 5M project site would avail its employees of the emergency ride home program.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
Transportation Management Programs (San Francisco Planning Code, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City's eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project's building management program would provide transportation management guidelines in its building manuals, pursuant to Section 163.
Transit Impact Development Fee (San Francisco Planning Code, Section 411)	Establishes the following fees for all commercial developments. Fees are paid to DBI and provided to SFMTA to improve local transit services. Review Planning Code Section 411.3(a) for applicability.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Fees would be paid pursuant to the schedule provided in Section 411.3(e).
Jobs-Housing Linkage Program (San Francisco Planning Code Section 413)	The Jobs-Housing Program found that new large scale developments attract new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would comply with the Jobs-Housing Linkage Program through one or both of the options for meeting the requirement.
Bicycle Parking in New and Renovated Commercial Buildings (San Francisco Planning Code, Section 155.4)	Professional Services: (A) Where the gross square footage of the floor area is between 10,000-20,000 feet, 3 bicycle spaces are required. (B) Where the gross square footage of the floor area is between 20,000-50,000 feet, 6 bicycle spaces are required. (C) Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would comply with bicycle-parking minimums. Bicycle parking beyond the minimum may be required.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
	Retail Services: (A) Where the gross square footage of the floor area is between 25,000 square feet - 50,000 feet, 3 bicycle spaces are required. (B) Where the gross square footage of the floor area is between 50,000 square feet- 100,000 feet, 6 bicycle spaces are required. (C) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.		
Bicycle parking in parking garage (San Francisco Planning Code, Section 155.2)	Garages with more than 500 automobile spaces shall provide 25 spaces plus one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would provide bicycle parking spaces per requirements as set forth in Sections 155.2 and Sections 155.5 of the Planning Code.
Bicycle parking in Residential Buildings (San Francisco Planning Code, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would provide the required bicycle parking spaces for the proposed 748 dwelling units.
San Francisco Green Building Requirements (San Francisco Building Code, Chapter 13C.106.5 and 13C.5.106.5)	Requires New Large Commercial projects, New High-rise Residential projects and Commercial Interior projects to provide designated parking for low-emitting, fuel efficient, and carpool/van pool vehicles. Mark 8 percent of parking stalls for such vehicles.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would meet the 8 percent standard.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
Car Sharing Requirements (San Francisco Planning Code, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would provide the minimum of approximately five to six car-share parking spaces required for residential units, plus the number of car-share spaces required for nonresidential uses, pursuant to Section 166.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C.5.201.1.1)	New construction of non-residential buildings requires the demonstration of a 15 percent energy reduction compared to 2008 California Energy Code, Title 24, Part 6.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project's nonresidential buildings are expected to be constructed with LEED Gold certification or equivalent and require 15 percent greater energy reduction compared to Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Energy Efficiency (LEED EA3, San Francisco Building Code, Chapter 13C.5.410.2)	For New Large Commercial Buildings - Requires Enhanced Commissioning of Building Energy Systems For new large buildings greater than 10,000 square feet, commissioning shall be included in the design and construction to verify that the components meet the owner's or owner representative's project requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Commissioning would be included as part of the construction plan of the project's large commercial buildings greater than 10,000 square feet, including Buildings N-1, N-2, and H-2.
Commissioning of Building Energy Systems (LEED prerequisite, EAp1)	Requires Fundamental Commissioning for New High-rise Residential, Commercial Interior, Commercial and Residential Alteration projects	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Fundamental commissioning would be included as part of the construction plan for the project's new high-rise building, H-1, as well as the project's altered commercial building, M-1. (See also "San Francisco Green Building Requirements for Energy Efficiency," above.)

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be a minimum of 14 percent more energy efficient than Title 24 energy efficiency requirements. As of 2008 large commercial buildings are required to have their energy systems commissioned, and as of 2010, these large buildings are required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings are required to have their systems commissioned by 2009, with enhanced commissioning as of 2011.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would comply with both the enhanced energy reduction requirements compared to Title 24 and with enhanced commissioning. (See above items related to commissioning.)
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15 percent more energy efficient than Title 24 energy efficiency requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project's residential buildings would be at a minimum 15 percent more energy efficient than the requirements set forth by Title 24.
San Francisco Green Building Requirements for Stormwater Management (San Francisco Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater Management Ordinance and stormwater design guidelines.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would implement low-impact design strategies for on-site management of stormwater, in compliance with LEED Sustainable Sites Credit 6.1, as the site lies within a combined sewer area.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
San Francisco Green Building Requirements for water efficient landscaping (San Francisco Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50 percent.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would be compliant with LEED NC WE 1.1, Water Efficient Landscaping, which would reduce consumption of potable water for landscaping purposes by 50 percent.
San Francisco Green Building Requirements for water use reduction (San Francisco Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20 percent.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would comply through the use of potable-water demand-reduction strategies such as use of non-potable water for toilets and irrigation.
Indoor Water Efficiency (San Francisco Building Code, Chapter 13C sections 13C.5.103.1.2, 13C.4.103.2.2, 13C.303.2.)	**If meeting a LEED Standard:** Reduce overall use of potable water within the building by a specified percentage – for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals. New large commercial and New high rise residential buildings must achieve a 30 percent reduction. Commercial interior, commercial alternation and residential alteration should achieve a 20 percent reduction below UPC/ IPC 2006, et al. **If meeting a GreenPoint Rated Standard:** Reduce overall use of potable water within the building by 20 percent for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would comply, taking into account a 30 percent reduction of potable-water use for new large commercial buildings M-1, N-1, and H-2; and high-rise residential buildings H-1 and M-2.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
San Francisco Water Efficient Irrigation Ordinance	Projects that include 1,000 square feet (sf) or more of new or modified landscape are subject to this ordinance, which requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption. Tier 1: 1,000 sf <= project landscape < 2,500 sf Tier 2: Project landscape area is greater than or equal to 2,500 sf. Note; Tier 2 compliance requires the services of landscape professionals. See the SFPUC website for information regarding exemptions to this requirement. www.sfwater.org/landscape	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project may not include over 1,000 square feet of landscaped area. However, in the case that landscaped area exceeds 1,000 square feet, the project is expected to be compliant with either Tier 1 or Tier 2 requirements as appropriate, pursuant to SFPUC regulations.
Commercial Water Conservation Ordinance (San Francisco Building Code, Chapter 13A)	Requires all existing commercial properties undergoing tenant improvements to achieve the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	New and rehabilitated commercial buildings included in the project would be compliant with requirements set forth in Section 1313A of the Building Code.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	New residential buildings H-1 and M-2 included in the project (if for-sale) would be compliant with requirements set forth in Section 12A10 of the Housing Code.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
Residential Energy Conservation Ordinance (San Francisco Building Code, San Francisco Housing Code, Chapter 12)	Requires all residential properties to provide, prior to sale of property, certain energy and water conservation measures for their buildings: attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner. Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project's proposed residential units would be compliant with all residential energy conservation requirements pursuant to Section 1212(b).

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
Renewable Energy Sector			
San Francisco Green Building Requirements for renewable energy (San Francisco Building Code, Chapter 13C)	As of 2012, all new large commercial buildings are required to either generate 1 percent of energy on-site with renewables, or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6, or achieve an additional 10 percent beyond Title 24 2008.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would comply with requirements set forth in Section 13C.5.103.1.5 of the Building Code through a to-be-determined combination of strategies, including on-site energy-use reduction, energy generation, and purchase of renewable energy credits.
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San Francisco Building Code, Chapter 13C)	All persons in San Francisco are required to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse. Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Subject to the ordinance, the project would provide separate collection streams for recycling, composting, and trash in all new and renovated buildings.
San Francisco Green Building Requirements for construction and demolition debris recycling (San Francisco Building Code, Chapter 13C)	Projects proposing demolition are required to divert at least 75 percent of the project's construction and demolition debris to recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would recycle at least 75 percent of construction and demolition debris.
San Francisco Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14)	Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Environment which provides for a minimum of 65 percent diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would include a waste diversion plan requiring the diversion of at least 65 percent of waste from landfills for buildings at 910, 912, and 924–926 Howard Street; 110 and 190 Fifth Street; and 430 Natoma Street.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would include new street trees in compliance with Section 138.1 for all new and renovated buildings on the site.
Light Pollution Reduction (San Francisco Building Code, Chapter 13C5.106.8)	For nonresidential projects, comply with lighting power requirements in CA Energy Code, CCR Part 6. Requires that lighting be contained within each source. No more than .01 horizontal lumen footcandles 15 feet beyond site, or meet LEED credit SSc8.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would comply with the light-pollution reduction measures as described by LEED SSc8 or equivalent.
Construction Site Runoff Pollution Prevention for New Construction (San Francisco Building Code, Chapter 13C)	Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems. Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED® prerequisite SSP1). Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater Pollution Prevention Plan (SWPPP). See the SFPUC website for more information: www.sfwater.org/ CleanWater	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would comply with appropriate runoff prevention requirements based on project parameters, and based on the project's location in a combined sewer area.
Enhanced Refrigerant Management (San Francisco Building Code, Chapter 13C.5.508.1.2)	All new large commercial buildings must not install equipment that contains chlorofluorocarbons (CFCs) or halons.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project is not expected to include the installation of CFC- or halon-containing equipment.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
Low-emitting Adhesives, Sealants, and Caulks (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.2.1)	**If meeting a LEED Standard:** Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168 and aerosol adhesives must meet Green Seal standard GS-36. (Not applicable for New High Rise residential)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would meet SCAQMD standards on low-emitting adhesives and sealants for all buildings.
Low-emitting materials (San Francisco Building Code, Chapters 13C.4. 103.2.2,	For Small and Medium-sized Residential Buildings – Effective January 1, 2011 meet GreenPoint Rated designation with a minimum of 75 points. For New High-Rise Residential Buildings - Effective January 1, 2011 meet LEED Silver Rating or GreenPoint Rated designation with a minimum of 75 points. For Alterations to residential buildings submit documentation regarding the use of low-emitting materials. **If meeting a LEED Standard:** For adhesives and sealants (LEED credit EQ4.1), paints and coatings (LEED credit EQ4.2), and carpet systems (LEED credit EQ4.3), where applicable.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project's residential buildings H-1 and M-2 would meet relevant requirements for use of low-emitting materials.
Low-emitting Paints and Coatings (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 13C.504.2.2 through 2.4)	**If meeting a LEED Standard:** Architectural paints and coatings must meet Green Seal standard GS-11, anti-corrosive paints meet GC-03, and other coatings meet SCAQMD Rule 1113. (Not applicable for New High Rise residential)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would meet relevant standards for low-emitting paints and coatings for all buildings.

Table 10 *Continued*

Regulation	Requirement	Project Compliance	Discussion
Low-emitting Flooring, including carpet (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.3 and 13C.4.504.4)	**If meeting a LEED Standard:** Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or rubber) must be Resilient Floor Covering Institute FloorScore certified; carpet must meet the Carpet and Rug Institute (CRI) Green Label Plus; Carpet cushion must meet CRI Green Label; carpet adhesive must meet LEED EQc4.1. (Not applicable for New High Rise residential)	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would be compliant with requirements for low-emitting flooring.
Low-emitting Composite Wood (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 and 13C.4.504.5)	**If meeting a LEED Standard:** Composite wood and agrifiber must not contain added urea-formaldehyde resins and must meet applicable CARB Air Toxics Control Measure.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would be compliant with the requirements for low-emitting composite wood.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would not include wood-burning fireplaces, except those permitted by the Building Code.
Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)	Requires (among other things): • All diesel generators to be registered with the Department of Public Health • All new diesel generators must be equipped with the best available air emissions control technology.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Any diesel generators to be installed would be registered with DPH and would be equipped with best emissions-control technology.

Source: Forest City Enterprises, 2013.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet the Statewide GHG reduction targets outlined in AB 32, or adversely affect the City's ability to meet San Francisco's local GHG reduction targets. Given that: 1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; 2) San Francisco's sustainable policies have resulted in the measured reduction of annual GHG emissions; 3) San Francisco has met and exceeds AB 32 GHG reduction goals for the year 2020 and is on track towards meeting long-term GHG reduction goals; 4) current State and local GHG reduction measures will continue to reduce a project's contribution to climate change; and 5) San Francisco's Strategies to Address Greenhouse Gas Emissions meet the CEQA and BAAQMD requirements for a Greenhouse Gas Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with the requirements listed above, and was determined to be consistent with San Francisco's Strategies to Address Greenhouse Gas Emissions.[47] As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9.	**WIND AND SHADOW—Would the project:**					
a)	Alter wind in a manner that substantially affects public areas?	☒	☐	☐	☐	☐
b)	Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☒	☐	☐	☐	☐

[47] San Francisco Planning Department, *Compliance Checklist, Greenhouse Gas Analysis,* 2012. This document is available for review at sfmea.sfplanning.org/GHG_Checklist.doc (accessed November 28, 2012).

Wind

Generally, winds in San Francisco originate on the Pacific Ocean, and blow through the City in an easterly direction. Wind speeds are highest in the spring and summer and lowest in the fall. Wind speed varies daily, being strongest in the afternoon and lightest in the morning.

A building's exposure, massing, and orientation affect nearby ground-level wind accelerations. Exposure is a measure of the degree to which a building extends above surrounding structures into the wind stream. A building surrounded by taller structures is unlikely to cause adverse wind accelerations at the ground level, while even a small building can cause wind acceleration if it is freestanding and exposed. Massing affects how much wind the building intercepts and whether wind accelerations occur at ground level. In general, slab-shaped buildings (oriented perpendicular to the prevailing wind direction) have the greatest potential for wind acceleration and buildings with an unusual shape or setbacks have a lesser effect. Generally, the more complex the building is geometrically, the less ground level wind acceleration that would be expected to occur. Building orientation also affects the amount of wind a structure intercepts and the corresponding extent of wind acceleration. Buildings with a wide axis perpendicular to prevailing winds will generally cause greater ground level wind acceleration.

Impact WS-1: The proposed project could alter wind in a manner that substantially affects public areas within the vicinity of the project area. (Potentially Significant)

Implementation of the proposed project would result in the construction of up to 1.85 million gsf of building space (including existing and new space) in buildings with maximum heights of approximately 400 feet. Because the proposed project includes the construction of several mid-rise and two high-rise buildings that would be substantially taller than the structures that currently exist on the site, it has the potential to generate strong ground level winds that could exceed the pedestrian comfort and hazard criteria established in the Planning Code, which are 11 miles per hour (mph) and 36 mph, respectively. These potential impacts will be evaluated in the EIR.

Shadow

San Francisco adopted Section 295 of the Planning Code in response to Proposition K (passed by voters in November 1984). Section 295 restricts the generation of shadow from buildings taller than 40 feet that would shade parks and recreation centers under the jurisdiction of the Recreation and Park Department (or properties designated for acquisition by the Recreation and Park Department). The period of the day regulated for shadow extends from 1 hour after sunrise to 1 hour before sunset, year round, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant**.** An initial review conducted by the Planning Department of the project's compliance with Section 295, which included the preparation of a shadow fan, indicates that the proposed project has the potential to cast net new shadow on Boeddeker Park (0.4 mile to the northwest of the site).[48]

Impact WS-2: The proposed project could create new shadow that could adversely affect outdoor recreation facilities or other public areas within the project site vicinity. (Potentially Significant)

The proposed project would result in the construction of buildings that have the potential to generate new shadow on outdoor recreation facilities or other public areas and publicly accessible private open space areas other than those protected under Planning Code Section 295, including portions of Mint Plaza, Yerba Buena Gardens, and Hallidie Plaza. Potential shadow-related direct and cumulative impacts to these areas and additional publicly-owned or controlled open space areas, and privately-owned but publicly accessible open space areas will be evaluated in the EIR, based on a shadow fan analysis and computer-generated modeling.

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[48] San Francisco Planning Department, *Preliminary Shadow Analysis – 5M Project*, July 4, 2012. This document is available for review at the Planning Department in Case File No. 2011.0409E.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
10.	**RECREATION—Would the project:**					
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☒	☐	☐	☐	☐
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☒	☐	☐	☐	☐
c)	Physically degrade existing recreational resources?	☒	☐	☐	☐	☐

Impact RE-1: The proposed project could increase the use of existing neighborhood parks or other recreational facilities, such that substantial physical deterioration of the facilities may occur or be accelerated. (Potentially Significant)

Parks and recreational space in the vicinity of the project site include Mint Plaza (located directly across Mission Street from the site), Hallidie Plaza (0.1 mile to the north of the site), Boeddeker Park (0.4 mile to the northwest of the site), Gene Friend Recreation Center Park (0.4 mile to the southwest of the site), Victoria Manalo Draves Park (0.5 mile to the southwest of the site), and Union Square (0.5 mile to the northeast of the site). In addition, the Yerba Buena Gardens open space and recreational facilities are located 0.3 mile to the east of the site.

A total of approximately 34,000 square feet of publicly accessible open space would be provided in two locations on the project site: a court between Minna and Natoma Streets (Mary Court), and open space on the roof of Building M-1 (Chronicle Building) (Chronicle Rooftop). Open space would also be provided in the form of landscape enhancements along Mary Street.

New employees and residents generated by the proposed project may also utilize parks and recreational space in the vicinity of the site. It is unlikely that the proposed project would substantially increase the demand for or use of City-wide facilities such as Golden Gate Park or the waterfront due to the size of these facilities and the distance between the project site and these facilities (Golden Gate Park is approximately 3 miles west of the site and the waterfront is approximately 1.2 miles east of the

site). However, the increased use of local recreational facilities could be substantial due to the employee and residential growth that would result from the proposed project. This growth may result in substantial physical deterioration and may require the construction of new recreational facilities or expansion of existing facilities. The contribution to increased demand on open space as well as potential impacts on recreation activities and facilities due to resident and employee use will be evaluated in the EIR.

Impact RE-2: **The proposed project entails open spaces and recreational facilities, the construction of which could have a significant effect on the environment. (Potentially Significant)**

The proposed project includes the creation of approximately 34,000 square feet of both traditional passive open spaces and activated, central gathering spaces that would be publicly accessible. The development of this open space could result in significant environmental effects, including impacts related to construction (e.g., noise or disruption of archaeological resources) and operation (e.g., impacts to circulation within the site). Therefore, this topic will be evaluated in the EIR.

Impact RE-3: **The proposed project may physically degrade existing recreational facilities. (Potentially Significant)**

The proposed project would not result in the direct physical alteration of any recreational resource within the vicinity of the project site or in the City as a whole. The project site is within walking distance of several parks including Mint Plaza, Hallidie Plaza, Boeddeker Park, Gene Friend Recreation Center Park, Victoria Manalo Draves Park, Union Square, and Yerba Buena Gardens. The proposed project could increase the use of these recreational facilities. Increased visitation to such public open space and recreational facilities could increase such that physical deterioration of the facilities could occur. See Impact RE-1. The EIR will include an evaluation of the potential of the proposed project to physically degrade recreational facilities due to increased use.

Impact RE-4: **The proposed project, in combination with past, present, and reasonably foreseeable future projects in its vicinity, could contribute to cumulative effects related to recreational resources. (Potentially Significant)**

Use of recreational facilities in the vicinity of the project site would likely increase with the development of past, present, and reasonably foreseeable future projects. The EIR will include an evaluation of the proposed project's contribution to this potential impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐	☐
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☒	☐	☐	☐	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

The project site is within an urban area that is served by utility service systems, including water, wastewater and stormwater collection and treatment, and solid waste collection and disposal systems.

Impact UT-1: Implementation of the proposed project could exceed the wastewater treatment requirements of the Regional Water Quality Control Board and require or result in the construction of new stormwater or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Potentially Significant)

Under the proposed project, the intensification of land uses could substantially increase wastewater generation and result in a significant impact on the combined sewer system and wastewater treatment facilities. If the project would contribute stormwater and wastewater that exceeds the capacity of the Southeast Water Pollution Control Plant (the plant that would serve the proposed project), the project would exceed the water standards established by the Regional Water Quality Control Board. The contribution to increased wastewater generation as well as impacts on wastewater collection and treatment facilities will be evaluated in the EIR.

The project site is currently covered entirely with impervious surfaces; the proposed project would not create any net new impervious surfaces, thus resulting in little or no adverse effect on the total stormwater volume discharged through the combined sewer system. In addition, the San Francisco Stormwater Design Guidelines, which were adopted by the San Francisco Public Utilities Commission (SFPUC) on January 12, 2010 (Ordinance No. 83-10), require project applicants proposing development or redevelopment projects disturbing more than 5,000 square feet of ground to manage stormwater on-site. The proposed project would result in the disturbance of more than 5,000 square feet of ground surface and would therefore be required to comply with the Stormwater Design Guidelines. The Stormwater Design Guidelines will require the project to reduce runoff volume and the peak runoff rate through use of Low Impact Development (LID) approaches and Best Management Practices (BMPs) such as rainwater reuse, landscape planters, swales, rain gardens, and green roofs. Implementation of these guidelines would reduce stormwater volumes discharged from the project site. The EIR will include an analysis of the potential impacts of proposed stormwater infrastructure on the project site, and the compliance of proposed infrastructure with the Stormwater Design Guidelines.

In addition, the proposed project would require the relocation of stormwater and wastewater infrastructure underlying the segment of Mary Street between Minna and Natoma Streets that would be vacated. The EIR will include an analysis of the effects of this proposed relocation. Effects of relocation of other infrastructure, such as water lines, will also be evaluated.

Impact UT-2: Implementation of the proposed project could require new or expanded water supply resources or entitlements, and could require expansion or construction of new water treatment facilities. (Potentially Significant)

California Senate Bill 610 (SB 610) requires that water retailers demonstrate whether their water supplies are sufficient to meet the projected demand of certain large development projects. A Water Supply Assessment (WSA) under SB 610 is required if a project meets one of the following criteria:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A hotel or motel, or both, having more than 500 rooms;
- An industrial, manufacturing, or processing plan, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified in this subdivision; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

The proposed project would include residential uses (comprising 748 dwelling units), and approximately 1,132,000 gsf of office uses and 146,900 gsf of active ground floor retail/office/ educational/cultural uses that could employ up to 4,235 new employees. Proposed landscaping may

also require additional water for purposes of irrigation. The proposed project would thus result in demand for water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project. Therefore, a WSA would be required under SB 610. Installation of recycled water systems would be required as part of the project in accordance with the City's Reclaimed Water Ordinances 390-91, 391-91, and 393-94. While such systems would reduce the demand for potable water, the employee and residential growth associated with the proposed project could substantially increase potable water demand and require new or expanded water supply resources or entitlements, or the expansion or construction of new water treatment facilities. Project-related water supply impacts will be analyzed in the EIR.

Impact UT-3: The proposed project could be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs. (Less Than Significant)

Sunset Scavenger Company and Golden Gate Disposal, subsidiaries of Recology, Inc., handle solid waste collection services for residential and commercial garbage and recycling in San Francisco. Non-hazardous solid waste is taken to the Altamont Landfill and Resource Recovery Facility. The Altamont Landfill handles construction, demolition and mixed municipal waste. This landfill comprises approximately 2,130 acres (472 acres of permitted landfill area) and has a permitted maximum daily disposal capacity of 11,500 tons per day.[49] The facility's current permit was issued in August 2005; its next permit review date was August 2010. The landfill is projected to have sufficient capacity to operate until at least 2025 and the potential to operate through 2071, with City-wide incorporation of waste flow and waste reduction measures.[50]

[49] California Department of Resources Recycling and Recovery, *Facility/Site Summary Details: Altamont Landfill and Resource Recovery Facility*, 2012. This document is available for review at www.calrecycle.ca.gov/SWFacilities and at the Planning Department in Case File No. 2011.0109E.

[50] Alameda County Waste Management Authority, *Alameda County Integrated Waste Management Plan*, February 26, 2003. This document is available for review at the Planning Department in Case File No. 2011.0109E. Amended January 26, 2011.

The employee and residential growth associated with the proposed project would not substantially increase solid waste generation such that the Altamont Landfill would have insufficient permitted capacity to accommodate the proposed project's solid waste disposal needs. Therefore, solid-waste impacts will not be examined in detail in the EIR.

Impact UT-4: Construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste. (Less Than Significant)

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. In 2006, the City diverted approximately 70 percent of solid waste through recycling, composting, reuse, and other efforts.[51] In addition, the City exceeded its 2010 goal to divert 75 percent of its solid waste from landfills and seeks to divert all waste by 2020.[52]

The proposed project would be required to comply with San Francisco Ordinance No. 27-06, which requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the proposed project would be required to comply with City Ordinance No. 100-09, which requires businesses and residents in San Francisco to separate their refuse into recyclables, compostables, and trash.

Implementation of the proposed project would not impede the City from meeting the waste diversion requirements described above, and the associated impact would be less than significant. Therefore, this topic will not be further analyzed in the EIR.

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[51] California Department of Resources, Recycling and Recovery, *Countywide, Regionwide, and Statewide Jurisdiction Diversion/Disposal Progress Report*, 2012. This document is available for review at www.calrecycle.ca.gov/LGCentral/Reports/jurisdiction/diversiondisposal.aspx and at the Planning Department in Case File No. 2011.0109E.

[52] San Francisco Environment, *Zero Waste Webpage*, 2012. This document is available for review at www.sfenvironment.org/zero-waste and at the Planning Department in Case File No. 2011.0109E.

Impact UT-5: The proposed project, in combination with past, present, and reasonably foreseeable future development in its vicinity, could have a significant cumulative impact on utilities and service systems. (Potentially Significant)

Increased demand on the City's utilities and service systems that would result from the proposed project in conjunction with other past, present, and reasonably foreseeable future projects in the City will be addressed in the EIR. This analysis will take into account cumulative impacts to water supply and wastewater and water facilities.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
12. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☒	☐	☐	☐	☐

Impact PS-1: The proposed project could increase demand for police services to an extent that would result in substantial adverse impacts associated with the construction or alteration of facilities to provide such services. The proposed project could also result in cumulatively considerable impacts to police services. (Potentially Significant)

The project site currently receives police services from the San Francisco Police Department (SFPD). The proposed project would increase development intensity on the site and could increase the demand for, and use of, police services, in excess of amounts expected and provided for in this area. The proposed project's potential impacts related to police services will be evaluated in the EIR at the project and cumulative levels.

Impact PS-2: The proposed project could increase demand for fire protection services to an extent that would result in substantial adverse impacts associated with the construction or alteration of facilities to provide such services. The proposed project could also result in cumulatively considerable impacts to fire protection services. (Potentially Significant)

The project site currently receives fire protection services from the San Francisco Fire Department (SFFD). The proposed project would increase development intensity on the site and could increase the demand for, and use of, fire protection services, in excess of amounts expected and provided for in this area. The proposed project's potential impacts related to fire protection services will be evaluated in the EIR at the project and cumulative levels.

As described in Impact TR-4, the proposed project would change the internal circulation pattern of the site through the introduction of new ingress/egress points and the reconfiguration of a segment of Mary Street. The EIR will evaluate changes in emergency access associated with the proposed project.

Impact PS-3: The proposed project could directly and indirectly generate school-aged students who could be accommodated within existing school facilities. The proposed project would result in a less-than-significant contribution to cumulative school services impacts. (Less Than Significant)

The Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50), restricts the ability of local agencies, such as the City of San Francisco, to deny land use approvals on the basis that public school facilities are inadequate. SB 50 establishes the base amount of allowable developer fees for school facilities at $2.24 per square foot of residential construction and $0.21 per square foot of commercial construction as of 2006. These fees are intended to address local school facility needs resulting from new development. Public school districts may, however, impose higher fees provided they meet the conditions outlined in the act.

The San Francisco Unified School District (SFUSD) provides public primary and secondary education in the City and County of San Francisco. The Bessie Carmichael Elementary School (and Filipino Education Center Campus) at 375 Seventh Street is approximately 0.7 mile southwest of the project

site. Middle schools in the vicinity of the project site include: International Studies Academy at 655 De Haro Street (approximately 1.8 miles south of the project site); Everett Middle School at 450 Church Street (2 miles west of the project site); and Francisco Middle School at 2190 Powell Street (1.7 miles north of the project site). The closest high school to the project site is Mission High School at 3750 Eighteenth Street, approximately 2.1 miles southwest of the project site.

Based on a student generation rate employed by the SFUSD of 0.203 students per dwelling unit, the 748 residential units that would be built as part of the proposed project could generate up to approximately 152 K–12 students. Similar to other City-wide developments, the proposed project would be assessed $2.42 and $0.28 per gross square foot for the increase in residential and commercial space, respectively. The estimated 152 additional new students would not be expected to require new school facilities. It is anticipated that all new students could be accommodated by existing schools under the jurisdiction of the SFUSD since the SFUSD is currently not experiencing high growth rates, and facilities throughout the City and County are generally underutilized. The SFUSD currently has more classrooms District-wide than it needs, and the surplus is predicted to increase over the next 10 years as enrollment shrinks.[53] The SFUSD has responded to these trends by closing and merging certain schools. The SFUSD is not planning to construct new schools near the project site. Given that SFUSD has adequate facilities to accommodate growth, the 152 students generated by the proposed project would not substantially increase demand for school facilities in San Francisco and would not result in a significant impact. In addition, as with all new development, the project sponsor would be required to pay one-time school impact fees under Government Code Section 65995(b)(3), as stated above, which could be used by SFUSD for costs associated with providing facilities for new students. Therefore, the EIR will not discuss school-related impacts further.

[53] City/County of San Francisco, *Eastern Neighborhoods Rezoning and Community Plan Initial Study*, *Case No. 2004.0160E, Final EIR*, August 7, 2008. This document is available for review at the Planning Department in Case File No. 2011.0409E.

Impact PS-4: The proposed project could increase demand for parks and open space to an extent that would result in substantial adverse impacts associated with the construction or alteration of facilities to provide parks and open space. The proposed project could also result in cumulatively considerable impacts to parks and open space services. (Potentially Significant)

The increased use of local recreational facilities could be substantial due to the significant employee and residential growth that would result from the proposed project. This growth may result in a significant impact to the physical condition of parks and open spaces in the project site vicinity. See Impact RE-1.

As part of the project, a total of approximately 34,000 square feet of publicly accessible open space would be provided primarily in two locations on the project site, a court between Minna and Natoma Streets (Mary Court), and open space on the roof of Building M-1 (Chronicle Rooftop). Open space improvements would also be provided in the form of landscape enhancements along Mary Street.

The proposed project's potential impacts related to park and open space facilities will be evaluated in the EIR at the project and cumulative levels.

Impact PS-5: The proposed project could increase demand for other government services to an extent that would result in substantial adverse impacts associated with the construction or alteration of facilities to provide such service. The proposed project could also result in cumulatively considerable impacts to other government services. (Potentially Significant)

The increase in the employee and residential population on the site that would occur as a result of the proposed project could increase demand for public services (such as libraries) such that new or physically altered governmental facilities would be required. Therefore, the potential impacts of the proposed project on other government services will be discussed in the EIR.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
13.	**BIOLOGICAL RESOURCES— Would the project:**					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

The project site does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Game and the United States Fish and Wildlife Service; therefore, Topic 13b is not applicable to the proposed project and will not be further discussed. In addition, the project site does not contain wetlands as defined by Section 404 of the Clean Water Act. Therefore, Topic 13c is not applicable to the proposed project and will not be further discussed. Furthermore, the project site does not fall within any local, regional, or State habitat conservation plans. Therefore, Topic 13f is also not applicable to the proposed project and will not be further discussed.

Impact BI-1: The proposed project would have a less-than-significant impact on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. (Less Than Significant)

The project site and the majority of the Downtown and SOMA neighborhoods around the site are developed and covered with structures and other impermeable surfaces; therefore, the proposed project would not affect any rare plants or protected animal habitats, including riparian habitat. No known occurrences of special status species were found on the project site or within the vicinity of the project site based on a query of the California Natural Diversity Database.[54]

The only special-status species that could potentially occur within the vicinity of the project site is the Peregrine falcon (*Falco peregrinus anatum*), which may forage over the project site. While there is no suitable breeding habitat available for the Peregrine falcon at the project site, there is marginally suitable foraging habitat, as this species is known to prey on other birds. However, the utility of the site to provide foraging habitat for the Peregrine falcon would not change with implementation of the proposed project.

The site does not provide suitable habitat for any other rare or endangered plant or animal species, and the proposed project likely would not have an adverse effect on any species identified as a candidate, sensitive, or special-status species. There are a total of 15 trees adjacent to and within the project site, including five trees along the Mission Street frontage of the site, three trees along the Fifth Street frontage, four trees along the Howard Street frontage, and three trees along the Mary Street frontage. These trees do not provide habitat for protected plant or animal species (see Impact BI-3, below). This topic will not be further discussed in the EIR.

[54] California Department of Fish and Game, *Query of the California Natural Diversity Database for special-status species occurrences within 2 miles of the project site*, 2012. This document is available for review at the Planning Department in Case File No. 2011.0409E.

Impact BI-2: Implementation of the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Less Than Significant)

Bird Nesting

The project site is not located within established native resident or migratory wildlife corridors; the site is also not located on or in the vicinity of wildlife nurseries. The project site is located within the Downtown and SOMA neighborhoods of San Francisco, areas which are fully developed and generally covered with existing structures. No rare, threatened, or endangered species are known to exist on the project site. There are 15 trees on and adjacent to the project site, including two significant trees within the project site, and three significant trees adjacent to the project site, all of which are located along the Mission Street frontage (see Impact BI-3 for more information, including definition of significant trees). The remaining 10 street trees are located along the Fifth, Howard, and Mary Streets frontages of the site. These trees provide a very small amount of nesting habitat for urban-adapted and migratory birds, none of which are considered rare, threatened, or endangered species. The significant trees would be removed as part of the proposed project.

Tree removal activities could potentially disturb nesting birds. The federal Migratory Bird Treaty Act (MBTA) (United States Code, Title 16, Section 703, Supplement I, 1989) prohibits taking, killing, possessing, or trading in migratory birds, their eggs or nests except in accordance with regulations prescribed by the Secretary of the Interior. For the purposes of the MBTA, take is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect [or attempt to do such]."[55] In addition to the MBTA, California law prohibits the take, possession, or needless destruction of nests or eggs of any bird.[56] Thus, take of native or migratory birds, their eggs, or nests could be considered in CEQA analyses as a potentially significant biological resource impact requiring mitigation. The United States Fish and Wildlife Service and California Department of Fish and Game – the federal and State agencies responsible for implementing the MBTA and California Fish and Game Code, respectively –

[55] United States Code of Federal Regulations, Title 40 Section 10.12 (2012).

[56] California Fish and Game Code Section 3503.

have developed specific take avoidance measures for native and migratory birds, eggs and nests that may be incorporated as mitigation measures, or into project descriptions, during the environmental review process. These requirements include pre-removal nesting bird surveys during nesting season and, if trees have active nests, establishment of appropriate buffers from construction to prevent take of nesting birds or their eggs.

The project would incorporate these take avoidance measures, as applicable. As part of the project tree removal and pruning activities would be conducted outside the bird nesting season (January 15 through August 15) to the extent feasible. If tree removal activities for the proposed project are conducted during the breeding season (March through August), preconstruction surveys would be conducted by a qualified biologist approved by the City to conduct such activities, to determine if any birds are nesting in or in the vicinity of the trees to be removed. The preconstruction survey would be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active nests are located during the preconstruction bird nesting survey, the project sponsor would contact the California Department of Fish and Wildlife for guidance on avoiding take. Such guidance, which would be implemented, may include setting up and maintaining a line-of-sight buffer area around the active nest and prohibiting construction activities within the buffer; modifying construction activities; and/or removing or relocating active nests. These take avoidance measures would ensure that the project's impacts on native and migratory birds associated with tree removal would be less than significant.

In addition, the proposed project would be required to comply with the San Francisco Planning Code's Green Landscaping Ordinance, which requires projects involving the construction of new buildings or relocation of an existing building within a C-3 District to install street trees. These street trees would be available to nesting birds.

Bird Strikes

The maximum height of the tallest buildings proposed as part of the project would be approximately 400 feet tall and could affect bird migration and local movement if birds are injured or killed by

collision. The proposed project would be required to comply with San Francisco Planning Code Section 139, Standards for Bird-Safe Buildings, which was adopted by the Planning Commission on July 14, 2011. In addition, these requirements would be incorporated into the design standards in the proposed project's D4D.[57] The Standards for Bird-Safe Buildings require treatments that would minimize the potential for bird strikes and focus on buildings that create location-specific hazards and building feature-related hazards. The Standards for Bird-Safe Buildings include guidelines for use and types of glass and façade treatments, wind generators and grates, and lighting treatments. Compliance with Planning Code Section 139 and the Standards for Bird-Safe Buildings would ensure that potential impacts related to bird hazards would be less than significant.

Therefore, the proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Impact BI-3: Implementation of the proposed project would not conflict with local tree protection regulations. (Less Than Significant)

The San Francisco Board of Supervisors amended the City's Urban Forestry Ordinance, Public Works Code, Sections 8.02-8.11, to require disclosure and protection of certain trees, including street trees, and to require a permit from DPW to remove any protected trees.[58] Protected trees include landmark trees, significant trees, or street trees located on private or public property. DPW requires that adjacent street trees be protected during construction, replaced if damaged, and that additional street trees be added as feasible along certain streets.

[57] San Francisco Planning Department, *Standards for Bird-Safe Buildings*. This document is available for review at the Planning Department in Case File No. 2011.0409E.

[58] San Francisco Board of Supervisors, Ordinance No. 17-06, amending Public Works Code Sections 801 et seq.

Under the Ordinance, a "landmark" tree has the highest level of protection. It must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character. The Urban Forestry Council and the Board of Supervisors must find the tree worthy of landmark status after public hearings. A "significant" tree is a tree: 1) located either on DPW property or on private property within 10 feet of a public right-of-way and 2) that has a diameter at breast height (DBH)[59] greater than 12 inches, or a height greater than 20 feet, or a canopy greater than 15 feet. A "street tree" is a tree within the public right-of-way or on DPW's property. Removal of a landmark, significant, or street tree requires a permit from DPW. In addition, all such trees are subject to certain maintenance and protection standards. The San Francisco Planning Department, Department of Building Inspection (DBI) and DPW have established guidelines to ensure that the provisions concerning protected trees are implemented. As part of these guidelines, the Planning Department requires that a "Tree Disclosure Statement" accompany all permit applications that could potentially affect a protected tree, whether the tree is on the project site or adjacent sites.

The site contains no landmark trees but does contain two significant trees within the project site, three significant trees adjacent to the project site (all along the Mission Street frontage of the site), and 10 street trees (all along the Fifth, Howard, and Mary Street frontages of the site). All five significant trees on and adjacent to the site are Indian Laurel Fig trees (*Ficus macrocarpa nitida*) with DBHs ranging from 15 to 24 inches, heights ranging from 30 to 40 feet, and canopies parallel to the street ranging from 24 to 33 feet.[60] The proposed project would likely remove these trees pursuant to DPW requirements and would add trees to the sidewalks adjacent to and within the project site. Trees would be planted in accordance with the tree regulations established in the Fifth/Mission SUD and the D4D.

[59] "Breast height" is 4.5 feet above the ground surface surrounding the tree.

[60] SBCA Tree Consulting, *Affidavit for Tree Disclosure*, 2011. This document is available for review at the Planning Department in Case File No. 2011.0409E.

The final number and placement requirements of additional street trees and required tree protection during construction would be subject to review and approval by DPW. The proposed project would comply with the San Francisco Tree Preservation Ordinance, DPW requirements, and the San Francisco Green Landscaping Ordinance, which seeks to encourage healthier and more plentiful landscaping, more effective screening for vehicle areas, increased pervious surfaces to allow for the infiltration of stormwater, and the use of plant species that are appropriate to the local climate. Based on the above information, the proposed project would not result in significant adverse impacts on biological resources, and this topic will not be discussed in the EIR.

Impact BI-4: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would make no contribution to cumulative biological impacts. (Less Than Significant)

Based on the above discussion, the proposed project would not result in any significant effect with regard to biological resources and would not contribute in a considerable manner to cumulative effects on biological resources. Other projects would be subject to similar requirements related to tree removal. This topic will not be further discussed in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
14. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒	☐

The proposed project would connect to the City's sewer and stormwater collection and treatment system and would not use a septic waste disposal system. Therefore, Topic 14e is not applicable to the project site and will not be further discussed.

The following discussion is based on the Geotechnical Feasibility Assessment prepared for the project site.[61] The area within and adjacent to the project site is generally flat and ranges in elevation from 23 feet to 14 feet.[62] Based on soil borings collected on the project site, the site is underlain by sandy fill, native dune sand, a thin marsh deposit layer, and clayey sand. The uppermost fill layer, which consists of very loose to medium dense sand with rubble, extends from 2 to 15 feet below the ground surface. The fill is underlain by a very loose to very dense sand known as dune sand. This layer of dune sand extends to approximately 35 feet below the ground surface and is generally more dense as depth increases. The dune sand is underlain by a layer of marsh deposit, which consists of medium stiff to stiff sandy clay with organic matter. The layer of marsh deposit extends to approximately 43 feet below the ground surface. The marsh deposit layer is underlain by medium dense to very dense sand with varying amounts of silt and clay known as the Colma Formation. The Colma Formation, which extends beyond 43 feet below the ground surface, is underlain by stiff to very stiff marine clay and then bedrock. Bedrock is anticipated to occur approximately 150 feet below the ground surface.

Groundwater occurs between 15 and 30 feet below the ground surface. This wide range of depths at which groundwater occurs may be indicative of the dewatering activities that have taken place in the vicinity of the project site as part of past construction projects.

Impact GE-1: The proposed project may result in exposure of people and structures to potential substantial adverse geology- and soils-related effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or other ground instabilities, but the impact would be less-than-significant. (Less Than Significant)

[61] Treadwell & Rollo, *Geotechnical Feasibility Assessment, Chronicle Building Sites, Fifth & Mission Streets, San Francisco, California,* September 22, 2008. This document is available for review at the Planning Department in Case File No. 2011.0409E.

[62] Elevations are referenced to the San Francisco City Datum.

The project site is not located within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no known or potentially active fault exists on the site.[63,64] No active faults have been mapped on the project site by the United States Geological Survey (USGS) or the California Geological Survey (CGS).[65] In a seismically active area, such as the San Francisco Bay Area, the possibility exists for future faulting in areas where no faults previously existed. However, since faults with known surface rupture have been mapped in California, and no evidence of active faulting on the site has been found, the potential for impacts to the proposed project due to fault rupture are less than significant.

However, the site is located within a seismic hazard zone and like the entire San Francisco Bay Area, is subject to ground shaking in the event of an earthquake on regional fault lines.[66] The site is located approximately 7 miles east of the San Andreas Fault and 11 miles west of the northern Hayward Fault. The 2007 Working Group on California Earthquake Probabilities estimates that there is a 63 percent chance that a magnitude 6.7 or greater earthquake will occur in the San Francisco Bay Area within 30 years. The Association of Bay Area Governments (ABAG) has classified the Modified Mercalli Intensity Shaking Severity Level of ground shaking in the project vicinity due to an earthquake on the North Golden Gate segment of the San Andreas Fault System as "VIII-Very Strong."[67] Therefore, it is likely that the site would experience periodic minor or major earthquakes associated with a regional fault, resulting in strong to very strong ground shaking.

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[63] California Department of Conservation, California Geological Survey, *Alquist-Priolo Fault Zones in Electronic Format*, 2010. This document is available for review at www.quake.ca.gov/gmaps/ap/ap_maps.htm.

[64] Treadwell & Rollo, *Geotechnical Feasibility Assessment, Chronicle Building Sites, Fifth & Mission Streets, San Francisco, California,* September 22, 2008. This document is available for review at the Planning Department in Case File No. 2011.0409E.

[65] U.S. Geological Survey and California Geological Survey, *Quaternary Fault and Fold Database for the United States*, 2010. This document is available for review at earthquake.usgs.gov/hazards/qfaults/.

[66] California Division of Mines and Geology, *State of California Seismic Hazard Zones, City and County of San Francisco Official Map*, November 17, 2000. This document is available for review at gmw.consrv.ca.gov/shmp/download/pdf/ozn_sf.pdf.

[67] Association of Bay Area Governments, *Earthquake Shaking Hazard Map, San Francisco Scenario, North Golden Gate Segment of the San Andreas Fault System*, 2003. This document is available for review at quake.abag.ca.gov/shaking/maps/.

Ground shaking associated with an earthquake on one of the regional faults around the project site may result in ground failure, such as that associated with soil liquefaction, lateral spreading, and differential compaction (see glossary for definitions). Since the site is underlain by loose to medium dense sand, with groundwater occurring from 15 to 30 feet below the ground surface, it is likely that soil below the water table may liquefy and soil above the water table may densify, resulting in differential compaction. Approximately 1 to 2 inches of differential compaction would be expected to occur on the site, although historical records suggest that up to 1 foot of settlement is possible (as occurred during the 1906 San Francisco Earthquake). Because the project site is generally flat, lateral spreading would be unlikely to occur. Risks associated with liquefaction and differential compaction would be reduced with implementation of standard building engineering and design measures.

For the project's at-grade building foundations, the preliminary Geotechnical Feasibility Assessment recommended that proposed buildings be supported on drilled cast in-place concrete piers or drilled displacement piles. For shallow basement building foundations, where portions of the dune sand and marsh deposit remain below the bottom of the basement excavation, the foundation system would be dependent upon the amount of dune sand and marsh deposit remaining, the density and strength of these layers, and the building loads. If building loads are relatively light, a mat foundation could be used and if building loads are large, it would be possible to improve the soil and still use a mat foundation. The preliminary assessment also recommended that all basement walls for the proposed project be designed to resist lateral pressures.

Shoring, which is the process of supporting a structure in order to prevent collapse so that construction can proceed, would be required as part of the project to support the sides of excavations for proposed basements. Feasible shoring systems for the project would depend on the depth of excavation and include soil-cement or reinforced concrete walls and other earth retention techniques. The preliminary assessment recommends that adjacent structures should be protected and may need to be underpinned during basement excavation. Underpinning is the process of strengthening and stabilizing the foundation of an existing building or other structure.

Where slab-on-grade floors are to be cast, the preliminary assessment recommends that soil subgrade be scarified to a depth of 6 inches, moisture conditioned to near optimum moisture content, and rolled to provide a firm, unyielding surface. If the subgrade is disturbed during excavation for foundations and utilities, it should be re-rolled. To reduce water vapor transmission through the floor slab, the preliminary assessment recommends the installation of a capillary moisture break and a water vapor retarder beneath the floor.

In addition, construction dewatering, a practice that removes shallow groundwater from excavation pits via pumping, would be temporary, but would have the potential to result in minor ground subsidence. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects requiring dewatering, and may require water analysis before discharge. If dewatering is necessary, the final soils report required for the proposed project would address the potential settlement and subsidence associated with the dewatering. The report would contain a determination as to whether or not a lateral movement and settlement survey should be prepared to monitor any movement or settlement of surrounding buildings, adjacent sewers, or adjacent streets.

The combination of dune sand, groundwater, and marsh deposits would affect design and construction techniques for the project. The preliminary assessment recommends that a monitoring program be established to evaluate the effects of the construction on adjacent streets and other improvements. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Associated impacts would not be significant as they would be confined to the construction site and would not endanger permanent structures. In its review of the building permit application, DBI would require the project sponsor to prepare a detailed geotechnical report in accordance with the State Seismic Hazards Mapping Act. In addition, DBI has authority to require that additional site-specific soils reports be prepared in conjunction with permit applications, as needed, and would consider maps of Special Geologic Study Areas and known landslide areas in San Francisco. The report would assess the nature and severity of the hazards on the site and recommend project design and construction features that would reduce the hazards. During its review, DBI would determine necessary engineering and design features for the proposed project, in light of site

conditions based on the geotechnical report and additional site-specific soils reports, if applicable, that would reduce potential damage to structures from liquefaction-induced settlement and differential compaction and to ensure compliance with all San Francisco Building Code provisions (which incorporate the California Building Code standards) regarding structural safety. Compliance with the State Seismic Hazards Mapping Act and San Francisco Building Code would ensure that proposed buildings would be structurally sound given site conditions.

The preliminary assessment indicated that soil could generally be excavated with heavy duty earth moving equipment except where remnants of existing and previous structures are present. The fill may contain soil and debris from the 1906 earthquake, which often contain lead and other pollutants. The project site is located within a Maher area and the proposed project would require investigation, site management, and reporting subject to Article 22A of the San Francisco Health Code (refer to Mitigation Measure M-HZ-1 in Section 16, Hazards and Hazardous Materials). Compliance with existing regulations and procedures, already established as part of the permit review process, and implementation of Mitigation Measure M-HZ-1 would ensure that earthquake-related hazards impacts would be reduced to a less-than-significant level. Therefore, impacts related to geologic and soils hazards involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or other ground instabilities on the project site are considered less than significant and will not be discussed further in the EIR.

Impact GE-2: The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. (No Impact)

As shown on the official State of California Seismic Hazards Zone Map for San Francisco prepared under the Seismic Hazards Mapping Act of 1990,[68] the project site is not located within an area subject to landslides (see Map 5 of the Community Safety Element). Therefore, the proposed project would not result in landslide-related impacts, and this topic will not be further discussed in the EIR.

[68] The Seismic Hazards Mapping Act was developed to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and from other hazards caused by earthquakes. This Act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones.

Impact GE-3: The proposed project would not result in substantial loss of topsoil or erosion. (Less Than Significant)

The project site is currently entirely covered with impervious surfaces and does not contain native top soil. Although excavation would occur as part of the proposed project, compliance with the City's Construction Site Water Pollution Prevention Program,[69] which would require the project sponsor to prepare and implement an erosion and sediment-control plan (subject to review by the City), would reduce and control site runoff during construction activities and reduce the potential for erosion to a less-than-significant level. Therefore, this topic will not be discussed further in the EIR.

Impact GE-4: The proposed project would not result in impacts to site topographical features. (No Impact)

The project site is located on a site that is generally flat and that contains no unique topography. Therefore, the proposed project would have no impact with respect to alterations to topographical features, and this topic will not be further discussed in the EIR.

Impact GE-5: The proposed project would result in project-specific impacts related to geology and soils that would not combine with similar impacts associated with past, present, and reasonably foreseeable future projects in the site vicinity. (Less Than Significant)

The proposed project would result in no impact to topographical features or risk of injury or death involving landslides. Impacts related to rupture of an earthquake fault, seismic ground shaking or ground failure, unstable soil, or the loss of top soil would be less than significant. These impacts are specific to the project and would not combine with similar impacts associated with past, present, and reasonably foreseeable future projects in the site vicinity.

[69] San Francisco Municipal Code (Public Works Code) Part II. Chapter 10. Article 4.1. 40 GF Section 403.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
15.	**HYDROLOGY AND WATER QUALITY— Would the project:**					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

Flood risk assessment and some flood protection projects are conducted by federal agencies, including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration.

Currently, the City does not participate in the NFIP and no flood maps are published for the City. However, FEMA is preparing a Flood Insurance Rate Map (FIRM) for the City for the first time.

FIRMs identify areas that are subject to inundation during a flood having a 1 percent chance of occurring in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the flood plain that is at risk from a flood of this magnitude as a special flood hazard area (SFHA). Because FEMA has not previously published a FIRM for the City, there are no identified SFHAs within the City's geographic boundaries. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco for review and comment by the City.[70] The City submitted comments that year, and FEMA anticipates publishing a revised preliminary FIRM by 2012, after completing a more detailed analysis of flood hazards associated with San Francisco Bay as requested by Port and City staff. FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes after reviewing comments and appeals related to the revised preliminary FIRM.

Pending completion of the federal FIRM for San Francisco, the City has created an Interim Floodplain Map that identifies areas of flooding within the City.[71] FEMA approved San Francisco's application for participation in the National Flood Insurance Program in April 2010, meaning that homeowners, renters, and business owners in the City are now eligible to purchase federally subsidized flood insurance to protect their property. The City Administrator's Office and the San Francisco Department of Emergency Management are also working to identify potential hazard mitigation projects that may be eligible for grants from FEMA.

As proposed, the FIRM would designate portions of the waterfront piers, Mission Bay, Bayview Hunters Point, Hunters Point Shipyard, Candlestick Point, and Treasure Island as Zone A (areas subject to inundation by tidal surge) or Zone V (areas of coastal flooding subject to wave hazards). The project site is not located within Zone A or Zone V or a SFHA identified on San Francisco's Interim Floodplain Map. Therefore, the proposed project would not place housing or other structures

[70] Federal Emergency Management Agency, *Preliminary Flood Insurance Rate Map, Panel 120A,* September 2007. This document is available for review at the Planning Department in Case File No. 2011.0409E.

[71] San Francisco, City and County of, *Interim Floodplain Map*, July 2008. This document is available for review at the Planning Department in Case File No. 2011.0409E.

within a 100-year flood hazard area that would impede or redirect flood flows mapped on a federal Flood Hazard Boundary Map, FIRM, or other authoritative flood hazard delineation map. The SFPUC would evaluate the proposed project to determine whether it is prone to ground-level flooding due to combined sewer backups and would recommend measures to alleviate this flooding, if applicable.

The proposed project would also be subject to the City's Floodplain Management Ordinance, adopted in 2008 (and amended in 2010). The Ordinance governs new construction and major improvements to existing buildings in flood-prone areas and requires the first floor of structures in designated flood hazard zones to be constructed above the floodplain or to be flood-proofed by improvements that reduce or eliminate the potential for flood damage.

Since the project site is not subject to significant flood hazards (and would not expose persons, structures, or housing to such hazards), topics 15g and 15h are not applicable and will not be further discussed.

Impact HY-1: The proposed project would not violate water quality standards or otherwise substantially degrade water quality. (Less Than Significant)

Wastewater and stormwater generated on the project site flow into the City's combined sewer system and into the Southeast Water Pollution Control Plant, where they are treated prior to discharge into San Francisco Bay. Treatment is undertaken consistent with the effluent discharge standards established by the plant's National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the permit, discharges of treated wastewater and stormwater into San Francisco Bay meet the requirements of the Clean Water Act, Combined Sewer Overflow Control Policy, and associated State requirements in the Water Quality and Control Plan for the San Francisco Bay Basin and do not violate water quality standards.

The San Francisco Stormwater Design Guidelines, which were adopted by the SFPUC on January 12, 2010, require project applicants proposing development or redevelopment projects disturbing more than 5,000 square feet of ground surface to manage stormwater on-site. Based on the Stormwater Design Guidelines, the discharge of stormwater must be reduced to the maximum extent practicable using management practices, control techniques, and system, design, and engineering methods. The proposed project would result in the disturbance of more than 5,000 square feet of ground surface and would therefore be required to comply with the Stormwater Design Guidelines. For mixed-use development such as the proposed project, the Stormwater Design Guidelines recommend the use of features such as green roofs, permeable paving, swales, cisterns, bio-retention planters, and green walls to capture runoff. It is expected that a mixture of these features would be implemented on the project site. These features are categorized under the umbrella of low-impact design (LID), a design method characterized by the use of ecological and landscape-based strategies to manage stormwater. In particular, LID strategies direct runoff to design elements and landscape features that capture, filter, and slow stormwater runoff.

The implementation of LID on the project site, in accordance with the Stormwater Design Guidelines, would reduce the amount of stormwater entering the City's sewer system, reducing the need for treatment, the risk of treatment system overflows (due to capacity limits), and the possibility of flooding due to system overloads. Treatment system overloads and associated flooding also result in degradation of water quality. Therefore, implementation of Stormwater Design Guidelines as part of the proposed project would also reduce impacts to water quality associated with the inability of City infrastructure to adequately capture and treat stormwater during periods of high precipitation, and would aid in meeting City water quality standards. Therefore, the proposed project would not be expected to otherwise degrade water quality nor violate water quality standards. This topic will not be further evaluated in the EIR.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Less Than Significant)

The project site is completely covered with impervious surfaces. Groundwater on the site occurs approximately 15 to 30 feet below the ground surface. The proposed project would not result in use of groundwater, although groundwater may be encountered during the project construction period. Any groundwater encountered during construction of the proposed project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it is discharged into the sewer system.

During project-related construction excavation (e.g., for foundations, underground parking, and underground utilities), the construction contractor could encounter shallow groundwater, which is generally removed from the excavation pit by pumping, a practice known as "construction dewatering." Construction dewatering activities associated with the proposed project would be temporary and would not extract groundwater such that the project would substantially lower the groundwater table of the approximately 7,600-acre Downtown San Francisco Groundwater Basin that underlies the project site.

The proposed project would incrementally reduce the amount of impervious surfaces currently located on the project site through implementation of LID and other measures identified in the Stormwater Design Guidelines. Because the proposed project would introduce new pervious open spaces to the site, the project would not adversely affect groundwater recharge (and could incrementally improve recharge). Compliance with requirements of the City's Industrial Waste Ordinance and implementation of LID and other measures identified in the Stormwater Design Guidelines would ensure that the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. This topic will not be further evaluated in the EIR.

Impact HY-3: The proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding. (No Impact)

The project site is covered with impervious surfaces and no streams or creeks occur on the project site. This coverage would not substantially change as part of the proposed project and drainage patterns would remain generally the same. The proposed project would incrementally reduce the amount of impervious surface currently located on the project site through implementation of LID and other measures identified in the Stormwater Management Ordinance. Therefore, the proposed project would not be expected to result in substantial erosion or flooding associated with changes in drainage patterns, and this topic will not be evaluated further in the EIR.

Impact HY-4: The proposed project would not contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less Than Significant)

During operation of the proposed project, all wastewater and stormwater runoff from the project site would be treated at the Southeast Water Pollution Control Plant. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During construction and operation, the proposed project would be required to comply with all local wastewater discharge and water quality requirements (including the San Francisco Stormwater Design Guidelines, described above under Impact HY-1). The Stormwater Design Guidelines would ensure that all stormwater generated by the proposed project is managed on-site such that the project would not contribute additional volumes of polluted runoff to the City's stormwater infrastructure. Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and this topic will not be evaluated further in the EIR.

Impact HY-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving inundation associated with failure of a levee or dam, or by seiche, tsunami, or mudflow. (No Impact)

The project site is not located in an area subject to landslides/mudslides, seiche, tsunami, or reservoir inundation (see Maps 5, 6, and 7 in the Community Safety Element).[72] Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow, or failure of a levee or dam. No further evaluation will be included in the EIR.

Impact HY-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to hydrology and water quality. (Less Than Significant)

The proposed project would not substantially change the drainage pattern of the already-urbanized site and is not located within flood Zone A, Zone V, or within a SFHA identified on the City's Interim Floodplain Map. Impervious surface coverage on the site would be incrementally reduced by project implementation. Therefore, the proposed project would not contribute to increases in stormwater runoff or changes in flood patterns associated with past, present, and reasonably foreseeable future projects in the area. These area-wide projects would generally occur on already-developed sites and would not result in substantial changes to impervious surface coverage or drainage patterns. Therefore, cumulative hydrology and water quality impacts will not be discussed further in the EIR.

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[72] San Francisco, City and County of, *San Francisco General Plan, Community Safety Element*, April 2007. This document is available for review at the Planning Department in Case File No. 2011.0409E.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16.	**HAZARDS AND HAZARDOUS MATERIALS—Would the project:**					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☐

The project site is not located within an airport land use plan, or within 2 miles of a public or private airport. Therefore, residents and employees at the site would not be exposed to significant aircraft-related hazards, and topics 16e and 16f are not discussed further.

There are certain areas of the City that consist of fill and are covered by an ordinance called the Maher Ordinance. These areas, which were once highly industrialized and contaminated, or consist of imported fill consisting of soil and debris from the 1906 earthquake, often contain lead and other pollutants. To protect public and worker health and safety due to these historic pollutants, projects that involve disturbance of more than 50 cubic yards of these soils require investigation, site

management, and reporting subject to Article 22A of the San Francisco Health Code. The project site is located within a Maher area. Other provisions of the San Francisco Health Code, including those found in Article 21 (Hazardous Materials), would also apply to the proposed project.

Impact HZ-1: The proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or reasonably foreseeable accident conditions involving the release of materials into the environment. (Less Than Significant with Mitigation Incorporated)

This setting information and subsequent impact analysis is primarily based on the Phase I Environmental Site Assessment (ESA) prepared for the project site.[73] Historic topographic maps and fire insurance (Sanborn) maps indicate that, during the late 1800s, the site was developed with residential, lodging, commercial, and warehouse uses. After most of the area, including the project site, was destroyed by the 1906 earthquake and fire, the site was redeveloped with light industrial and warehouse uses. By the 1970s and through 1990, the site was primarily developed with light industrial uses such as printing, painting, and display manufacturing, and also included commercial uses, lofts, and parking uses. Hazardous materials issues on the site are generally associated with historic building materials and uses, as summarized below.

The Phase I ESA prepared for the project site indicates the site is located within the San Francisco Downtown Basin, which is documented as located over debris left from the 1906 earthquake and from fill activities. The concentrations of residual contaminants in the area, which generally include petroleum hydrocarbons and their constituents and metals (primarily lead), have been determined by the City and County of San Francisco Local Oversight Program to be below action levels and to not pose a risk to human health or the environment.[74]

[73] PANGEA Environmental Services, *Phase I Environmental Site Assessment, San Francisco Chronicle Mission Street Campus*, April 18, 2008. This document is available for review at the Planning Department in Case File No. 2011.0409E.

[74] PANGEA Environmental Services, *Phase I Environmental Site Assessment, San Francisco Chronicle Mission Street Campus*, April 18, 2008. This document is available for review at the Planning Department in Case File No. 2011.0409E.

The Chronicle Building (901–925 Mission Street) was used as a newspaper printing plant starting in 1924. The Examiner Building (110 Fifth Street) was used as a newspaper printing plant starting in 1967. Low Volatile Organic Compound (VOC)-bearing and metal-bearing ink has been used at the site, in addition to oil and grease lubricants, photo fixing/development chemicals, and cleaning solutions. The Phase I ESA indicates that available records revealed no hazardous materials incidents or violations at the Chronicle and Examiner Buildings.

A former 5,000-gallon diesel underground storage tank (UST) was located beneath the sidewalk along Mission Street, and was encapsulated by sand within a concrete vault on the basement's concrete slab. Analytical results of soil samples obtained from the sand surrounding the UST showed the presence of low concentrations of Total Petroleum Hydrocarbons (TPH) as diesel (TPHd) and Benzene, Toluene, Ethylbenzene and Xylenes. Lower hydrocarbon concentrations were detected from two sampling locations beneath the tank ends. On December 17, 1999, the UST was removed from the basement and beneath the sidewalk that bounds the northern side of the Chronicle Building near Mary Street. The former UST was reported as "intact" at the time of UST removal. On December 17, 2002, the City and County of San Francisco Department of Public Health provided a Remedial Action Completion Certificate requiring no further action, and the San Francisco Bay Regional Water Quality Control Board concurred and indicated case closure.

Historical records also reference a 2,000-gallon waste oil UST found at the southwest side of the Examiner Building. However, additional information and site evidence indicate that the tank was actually an above-ground storage tank (AST) installed on the basement concrete floor within a containment berm. This tank had been installed in connection with the former printing presses and was reportedly removed in 1990.

The Phase I ESA identified the Dempster Printing Building (447–449 Minna Street) as uninhabitable due to water intrusion and significant mold impact. Therefore, renovation of the Dempster Printing Building could cause mold to be released into the environment, resulting in potential health risks to construction workers.

No other buildings in the site were found to pose a risk of hazardous materials releases (other than the potential release of lead and asbestos, which historically were commonly-occurring building materials, as described below).

Implementation of the following mitigation measure would reduce the impact associated with the project site's location in the San Francisco Downtown Basin and mold in the Dempster Printing Building to a less-than-significant level:

Mitigation Measure M-HZ-1: The following actions shall be implemented by the project sponsor:

Evaluation of Subsurface Conditions. The project sponsor shall initiate compliance with, and ensure that the project fully complies with, Article 22A of the San Francisco Health Code. Per Article 22A, a site history report shall be prepared, and if appropriate, a soil investigation, soil analysis report, site mitigation plan, and certification report shall also be prepared. If the presence of hazardous materials is indicated, a site health and safety plan shall also be required. The soil analysis report shall be submitted to DPH. If required on the basis of the soil analysis report, a site mitigation plan shall be prepared to: 1) assess potential environmental and health and safety risks; 2) recommend cleanup levels and mitigation measures, if any are necessary, that would be protective of workers and visitors to the property; 3) recommend measures to mitigate the risks identified; 4) identify appropriate waste disposal and handling requirements; and 5) present criteria for on-site reuse of soil. The recommended measures shall be completed during construction. Upon completion, a certification report shall be prepared and submitted to DPH documenting that all mitigation measures recommended in the site mitigation report have been completed and that completion of the mitigation measures has been verified through follow-up soil sampling and analysis, if required. The evaluation shall also be submitted to the Planning Department to become part of the case file.

Evaluation of Mold in Dempster Printing Building. Prior to renovation of the Dempster Printing Building, the project sponsor shall ensure that the building is evaluated by a

Certified Building Inspector, and if the inspector determines mitigation is required, it shall be implemented by a Certified Building Inspector with confirmation that the mitigation is complete (and no mold hazards exist) by a Certified Industrial Hygienist.

The Phase I ESA indicates that based on the date of construction (pre-1978), asbestos-containing building materials and lead-based paint may be present in the existing buildings on the site. The potentially asbestos-containing building materials observed were in good condition and no threat of release of hazardous materials to the environment was observed. Painted surfaces were also observed to be in good condition and no chipped or peeling surfaces were found. Regulations associated with the remediation of asbestos and lead are summarized below.

Lead

Demolition of structures containing lead paint must comply with Chapter 34, Section 3423 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties. Chapter 34 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than 10 total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Department of Housing and Urban Development Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance is required to make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work is required to make all reasonable efforts to remove visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes requirements for notification, notice contents, and signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of DBI, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, and approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include: Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet Related to Protection From Lead in the Home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. These regulations and procedures in the San Francisco Building Code would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a less-than-significant level.

Asbestos

Demolition of buildings containing asbestos must comply with Chapter 34, Section 3424 of the San Francisco Building Code, Asbestos Information and Notice. In addition, Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is required to be notified 10 days in advance of any proposed demolition or abatement work. Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered, including size, age and prior use, and the approximate amount of friable

asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used.

The BAAQMD randomly inspects asbestos removal operations. In addition, BAAQMD will inspect any removal operation for which a complaint has been received. The local office of the California Division of Occupational Safety and Health (Cal-OSHA) must be notified of pending asbestos abatement. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and its disposal. Pursuant to California law, DBI does not issue the required permit for asbestos removal until the applicant has complied with the notice requirements described above. These regulations and procedures, already established as a part of the permit review process, would ensure that any potential direct and cumulative impacts of demolition due to asbestos would be reduced to a less-than-significant level.

Employees and occupants at the project site would be expected to use small amounts of commercially-available hazardous materials that would include paints, cleaners, toners, solvents, disinfectants, and other materials that would not be expected to pose a significant public health or safety hazard. These materials are consumed through use or discarded according to their labeling. The Phase I ESA prepared for the project site identified no on- or off-site hazards (besides building materials containing lead, asbestos, and mold) that could pose a public or environmental health risk, although additional subsurface investigation would be required to evaluate risks posed by 1906 earthquake-related hazards issues.

Compliance with existing regulations and procedures, already established as a part of the permit review process, would ensure that any potential direct impacts of demotion due to the presence of lead and asbestos would be reduced to a less-than-significant level. In addition, implementation of Mitigation Measure M-HZ-1 (which would require review by DPH of a soil analysis report and implementation of a mitigation plan, as appropriate) and evaluation of the Dempster Printing Building would reduce risks associated with subsurface conditions and mold impacts to a less-than-significant level. This topic will not be further evaluated in the EIR.

Impact HZ-2: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 of a mile of an existing school. (No Impact)

No schools are located within 0.25 mile of the project site. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing school, and this topic will not be further evaluated in the EIR.

Impact HZ-3: The proposed project is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; however, that listing would not create a significant hazard to the public or the environment. (Less Than Significant)

According to the Phase I Environmental Site Assessment prepared for the project site, the site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The California Environmental Protection Agency lists all leaks of hazardous substances from USTs. The project site is a listed Leaking Underground Storage Tank (LUST) Site. On December 17, 1999, one 5,000-gallon capacity diesel-containing UST was removed from beneath the sidewalk on Mission Street, near the corner of Mary Street, at the northwest side of the Chronicle Building. On December 17, 2002, DPH provided a Remedial Action Completion Certificate requiring no further action. The San Francisco Bay Regional Water Quality Control Board also provided a case closure status

reporting the LUST case as "soil only," meaning that groundwater was not affected. Therefore, the residual contamination surrounding the removed UST would not result in a safety hazard on the project site.

There are 149 LUST sites listed within a 0.5-mile radius of the project site. Of the 149 sites, 138 are listed as closed, requiring no further regulatory action. Of the 11 active sites, all are located over 0.12 miles from the project site. According to the Phase I ESA prepared for the project site, based on the listed sites' distance from the project site, hydrogeologic position, and regulatory status, they would not pose a hazards-related risk to future development of the project site.

Other supplemental State or local databases reviewed as part of the Phase I ESA identified 105 facilities listed on the Cortese List and 32 facilities listed on State's Department of Toxic Substances Control database. However, according to the Phase I ESA, no facilities identified on these lists were identified as posing a hazards-related risk to future development of the project site.

Therefore, implementation of the proposed project would not result in hazards related to sites listed pursuant to Government Code Section 65962.5, and this topic will not be further evaluated in the EIR.

Impact HZ-4: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less Than Significant)

The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; therefore this topic will not be further evaluated in the EIR. However, adjustments to the circulation pattern and emergency access routes within the project site will be evaluated in the EIR.

Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving fires. (Less Than Significant)

The City requires that existing and new buildings meet fire safety standards through compliance with the applicable provisions of the Building Code and Fire Code. In addition, the San Francisco Fire Department and DBI review final building plans of projects containing more than two residential units to ensure code compliance. The proposed project would comply with all Building Code and Fire Code standards. Therefore, the proposed project would result in a less-than-significant impact related to the exposure of persons or structures to fire risks, and this topic will not be further evaluated in the EIR.

Impact HZ-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts related to hazards and hazardous materials. (Less Than Significant With Mitigation Incorporated)

Hazards-related impacts are generally site-specific and typically do not combine with impacts from other planned and foreseeable projects to result in significant cumulative impacts. New developments in the vicinity of the project site would be subject to similar regulatory requirements and mitigation measures as the proposed project. Therefore, large, unexpected releases of hazardous materials of the type that would contribute to significant cumulative impacts are not expected. Implementation of Mitigation Measure M-HZ-1, and compliance with existing regulations pertaining to the treatment and management of hazardous materials, would ensure that the proposed project would not make a significant cumulative contribution to the release of hazardous materials. Therefore, cumulative hazards impacts will not be further evaluated in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
17. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

Impact ME-1: The proposed project would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery sites. (No Impact)

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975. This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the project site is not a designated area of significant mineral deposits. No sites in San Francisco, including the project site, are designated areas of significant mineral deposits. Since the project site is developed, future evaluation or designation of the site would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project. This topic will not be further discussed in the EIR.

Impact ME-2: Implementation of the proposed project would not encourage activities which would result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (Less Than Significant)

Development of mixed commercial, residential, and open space uses as part of the proposed project would not result in the consumption of large amounts of fuel, water, or energy. The generation of electricity to serve the proposed project would consume natural gas and fossil fuel (in addition to energy produced via renewable sources). All buildings constructed as part of the proposed project would meet or exceed current State and local standards regarding energy consumption, including

Title 24 of the California Code of Regulations, which are enforced by DBI. In addition, the project sponsor's goal is to achieve the equivalent of LEED Gold certification. The proposed buildings would not use fuel or water in an atypical or wasteful manner.

In addition, new private-sector residential buildings, new non-residential buildings larger than 5,000 square feet, and major renovation to areas larger than 25,000 square feet in existing buildings (or mechanical, electrical, or plumbing upgrades to areas larger than 25,000 square feet) are required to conform to energy conservation standards specified by the San Francisco Building Code, including the San Francisco Green Building Ordinance. The measures required by the San Francisco Green Building Ordinance are intended to reduce greenhouse gas emissions associated with new construction and rehabilitation activities, increase energy efficiency, reduce water use, and realize other environmental gains. Compliance with the San Francisco Green Building Ordinance would reduce the use of energy and water by the proposed project.

Based on the above information, the proposed project would not result in the consumption of large amounts of fuel, water, or energy, and this topic will not be discussed in the EIR.

Impact ME-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to minerals and energy. (Less Than Significant)

As described above, no known mineral resources exist at the project site, and therefore the proposed project would not contribute to any cumulative impacts related to mineral resources. Compliance with current State and local standards regarding energy consumption and conservation, including Title 24 of the California Code of Regulations and the San Francisco Green Building Ordinance, would ensure that the project would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would result in a less-than-significant physical environmental effect. The proposed project would not contribute to cumulatively considerable impacts related to energy and natural resources. Overall, the proposed project would not result in cumulatively considerable impacts related to mineral and energy resources.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
18.	**AGRICULTURE AND FOREST RESOURCES:**[75] **–Would the project**					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☐	☒

The proposed project and past, present, and reasonably foreseeable future projects in San Francisco are located within an urban area and are developed with buildings and other impervious surfaces. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the City and County of San Francisco, including the project site, as Urban and Built-Up Land, which is defined as "…land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes."

[75] In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Neither the project site nor the sites that would accommodate reasonably foreseeable cumulative development include or are zoned for agricultural uses, forest land, or timberland. The proposed and cumulative projects would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and would not conflict with existing zoning for agricultural use or a Williamson Act contract. The proposed and cumulative projects would not result in the loss of forest land or conversion of forest land. The proposed project would redevelop an urban site and would not involve any changes to the environment that could result in conversion of farmland to non-agricultural use or forest land to non-forest use. Based on the above information, the proposed and cumulative projects would not result in significant adverse impacts on agriculture and forest resources, and this topic will not be discussed in the EIR.

Topics 18a through 18e are not applicable and will not be further discussed.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐

The EIR will evaluate potential impacts, including cumulative impacts, related to Plans and Policies; Land Use; Aesthetics; Population and Housing; Cultural and Paleontological Resources; Transportation and Circulation; Noise; Air Quality; Wind and Shadow; Recreation; Utilities and Service Systems; and Public Services.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

Mitigation measures identified in the analyses in Section E are recapitulated here.

Mitigation Measure M-HZ-1: The following actions shall be implemented by the project sponsor:

Evaluation of Subsurface Conditions. The project sponsor shall initiate compliance with, and ensure that the project fully complies with, Article 22A of the San Francisco Health Code. Per Article 22A, a site history report shall be prepared, and if appropriate, a soil investigation, soil analysis report, site mitigation plan, and certification report shall also be prepared. If the presence of hazardous materials is indicated, a site health and safety plan shall also be required. The soil analysis report shall be submitted to DPH. If required on the basis of the soil analysis report, a site mitigation plan shall be prepared to: 1) assess potential environmental and health and safety risks; 2) recommend cleanup levels and mitigation measures, if any are necessary, that would be protective of workers and visitors to the property; 3) recommend measures to mitigate the risks identified; 4) identify appropriate waste disposal and handling requirements; and 5) present criteria for on-site reuse of soil. The recommended measures shall be completed during construction. Upon completion, a certification report shall be prepared and submitted to DPH documenting that all mitigation measures recommended in the site mitigation report have been completed and that completion of the mitigation measures has been verified through follow-up soil sampling and analysis, if required. The evaluation shall also be submitted to the Planning Department to become part of the case file.

Evaluation of Mold in Dempster Printing Building. Prior to renovation of the Dempster Printing Building, the project sponsor shall ensure that the building is evaluated by a Certified Building Inspector, and if the inspector determines mitigation is required, it shall be implemented by a Certified Building Inspector with confirmation that the mitigation is complete (and no mold hazards exist) by a Certified Industrial Hygienist.

G. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

January 30, 2013
Date

Rich Cooper, for
Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning

H. LIST OF PREPARERS AND PERSONS CONSULTED

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